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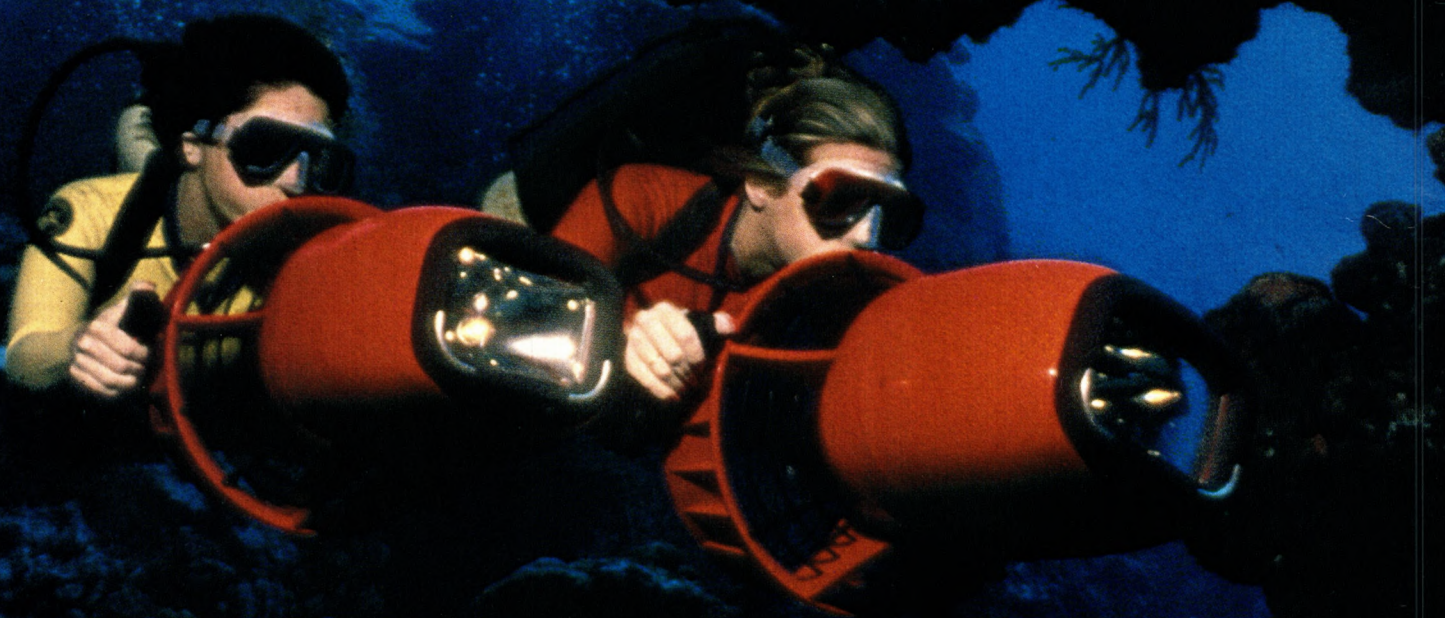
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SDM

Volume Thirty-five Number Eight

DIVE EQUIPMENT

- 18 SHERWOOD'S SIGMA CONSOLE** /JIM WALKER
- 21 SEAQUEST CORONADO WETSUIT** /BONNIE J. CARDONE
- 40 CRESSI-SUB PRO DIVE SYSTEM BC** /JIM WALKER
- 46 US DIVERS SPORT REGULATOR** /ERIC HANAUER
- 60 SEATEC WRAPAROUND BOOTIE** /BONNIE J. CARDONE
- 62 TABATA'S Q-FLEX SNORKELS** /BONNIE J. CARDONE
- 66 CITIZEN'S AQUALAND WATCH** /JIM WALKER

FOREIGN TRAVEL

- 24 SCUBABOWL '86** /GERI MURPHY
- 48 DIVING NEWS FROM DOWN UNDER** /GERI MURPHY
- 67 BAHIA HOTEL, COZUMEL** /BILL GLEASON
- 70 CARIBBEAN SAILING YACHTS** /STEPHEN FRINK
- 78 CURACAO SEAQUARIUM** /RICK FREHSEE
- 86 SURFSIDE SURFSIDE** /GERI MURPHY
- 92 LAMMER LAW** /NANCY FERGUSON
- 96 HILMA HOOKER** /BRUCE BOWKER
- 102 KITTINA HOTEL/OMEGA DIVING SERVICE** /GREG JOHNSTON

GOURMET DIVER

- 26 SHOVELNOSE LOBSTER** /MARK LAWRENCE

PHOTOGRAPHY

- 32 SDM'S U/W PHOTO CLASS** /JIM AND CATHY CHURCH
- 42 PADI PHOTO SEARCH WINNERS** /JEFF MONDLE
- 52 AQUA VISION CAPSULE 8 VIDEO HOUSING** /GERI MURPHY

DIVE BOATS

- 37 NISSAN 18 HP OUTBOARD** /GREG JOHNSTON
- 38 THE REGAL AMBASSADOR 233XL** /STEVE LUCAS

TRAINING

- 64 LIFEGUARD SYSTEMS** /JOE BERESWILL
- 126 THE OCEAN CORPORATION** /E.R. CROSS

LOCAL DIVING

- 72 CAPTAIN SLATE'S** /STEPHEN FRINK
- 94 AMERICAN DIVING HEADQUARTERS** /STEVE LUCAS
- 110 CALIFORNIA GOLD RUSH** /ELLSWORTH BOYD

COLUMNS

- 14 WRECK FACTS**
- 16 DIVING MEDICINE**
- 51 TECHNIFACTS**
- 150 I LEARNED ABOUT DIVING**

DEPARTMENTS

- 8 CALENDAR**
- 11 SCUBA QUIZ**
- 144 DIVER'S DIRECTORY**

COVER

A Surfside divemaster feeds a pet barracuda at Waldo's Reef off Grand Cayman. This is just one U/W activity offered by the Surfside operation. For more Cayman diving, see page 86. Photo/Geri Murphy.



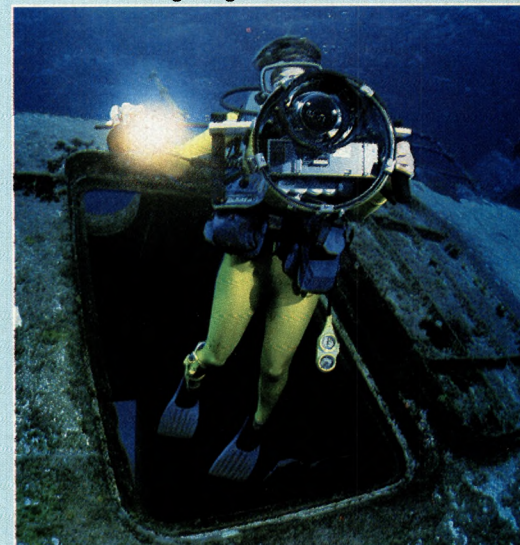
Searching for winners/Page 42



Anchored in the Law/Page 92



Hands-on diving/Page 72



Surfside double take/Page 86

SDM Editorial

BY PAUL J. TZIMOULIS

DON'T RISK A \$30,000 MISTAKE

I never cease to be amazed by the cavalier attitude some divers exhibit toward the bends. While the majority of today's sport divers are responsible, safety conscious individuals, there is a segment that flagrantly violates the no decompression limits. Often I hear divers boasting about pushing the tables or even beating the tables—exceeding the safe time limits and somehow escaping a bends hit.

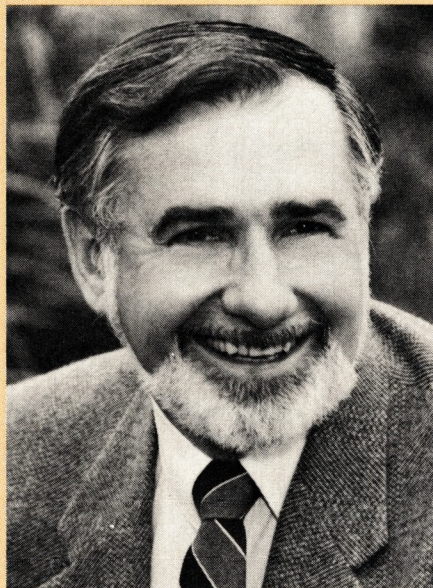
Why do these otherwise sane individuals entertain such notions? The roots of this problem may lie in the soft image of the bends. Divers in general do not perceive the bends as a killer like cancer, multiple sclerosis or heart disease.

In fact, many divers are blissfully convinced that if they exceed the tables just a little bit, their risk amounts to little more than a mild case of bends. Nothing could be farther from the truth. Bends is like a game of Russian roulette: The outcome is impossible to predict. Once you cross the line and receive a bends hit, the result could range anywhere from a simple pain in the elbow to permanent paralysis of the lower limbs.

And, if physical disability is not a sufficiently sobering thought to ponder, there is now a new risk connected with the bends: It could cost you a bundle and cripple you financially as well. According to the Divers Alert Network (DAN), the costs of bends treatments have skyrocketed in the last few years.

In the spring issue of its newsletter, Alert Diver, this emergency rescue network reported on the current costs of bends injuries among American divers. Outlining three separate bends case profiles, the DAN people have itemized medical treatment costs. These range anywhere from \$6,600 to \$33,500. And, they predict a serious case of bends could cost as much as \$50,000.

The bends have become one of the most expensive non-surgical injuries a diver could possibly suffer. Yet this aspect of this disease is seldom discussed



in basic scuba class.

There are a lot of public misconceptions about the treatment of bends cases. The three page DAN report provides a look into the real world of hyperbaric treatment for them.

Many divers think chamber treatments are free or somehow paid for by some benevolent institution. This is totally untrue. It takes up to five skilled technicians to operate a hyperbaric chamber and initial treatment time can range from 5 to 12 hours. Quite often, one chamber session is not sufficient and subsequent sessions are required. This sort of treatment costs big bucks, ranging anywhere from \$1,800 to \$14,500. In addition to chamber time, there are medical supplies, lab fees, emergency room fees, X-ray fees, applied medication and doctor fees. Tack onto those the post-chamber costs of hospital care, physical therapy and further medical studies.

Many divers are also under the misconception that if you get bent on a boat at sea, whether in U.S. waters or off some Caribbean island, the U.S. Coast Guard will come to the rescue and fly you to a chamber. Again, this is untrue. The days of the U.S. Cavalry galloping to the rescue of every American are long gone. There have been too many cases of bends in recent years and the Coast Guard does not have the budget to pro-

vide freebie transportation.


In fact, transportation of a victim is perhaps the highest cost connected with a bends accident. More and more cases of the bends are occurring in Caribbean and Pacific islands, a great distance from the nearest U.S. treatment chamber and hospital. Jet air ambulance costs average \$10,000 per trip and most of these companies want to be paid in advance. Bends victims are being forced to wire home for giant cash deposits or use their gold credit cards.

Still another misconception is that health insurance will take care of everything. Wrong again. Many insurance companies refuse to pay such claims since bends accidents were never specifically included in the fine print of their policies. How do you know whether your health insurance covers all transportation and treatment costs for bends? Easy—contact the claims department and ask specific questions regarding hyperbaric chamber treatment, jet air ambulance costs and whether authorization is required prior to treatment.

What can you do to protect yourself from financial ruin? Prevention is the best answer. There are a few simple rules that will help keep you out of both the chamber and the poorhouse.

Do not push the tables or your decompression meter to the absolute limit. Maintain a comfortable safety margin on each and every dive. Watch your ascent rate carefully; get into the habit of following the anchor line up and carefully gauging your ascent.

Make a safety stop at 10 feet for three minutes. If it is the second or third dive of the day, make it a double stop of one minute at 20 feet and five minutes at 10. Do not abuse your body prior to diving. Get plenty of sleep, eat well and lay off the alcohol. Hangovers are a one-way ticket to Bendsville and severe physical fatigue is just about as bad.

For more information about the high cost of bends, write to: Chris Wachholz, Divers Alert Network, P.O. Box 3823, Duke University Medical Center, Durham, North Carolina 27710; or call (919) 684-2948. Ask for a copy of the Alert Diver Vol. 2, No. 4—back issues are \$1. Better yet, join DAN (\$15) and get every one of their newsletters. It could be the best investment you have ever made. 

NEW FOR 1986

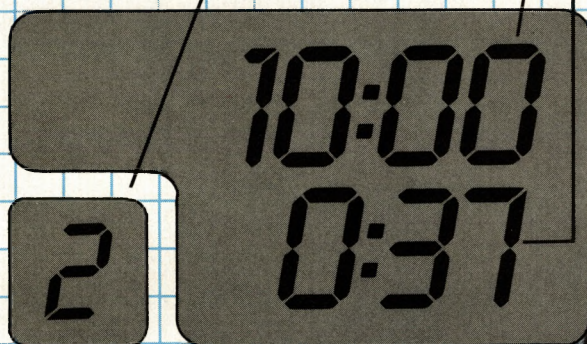
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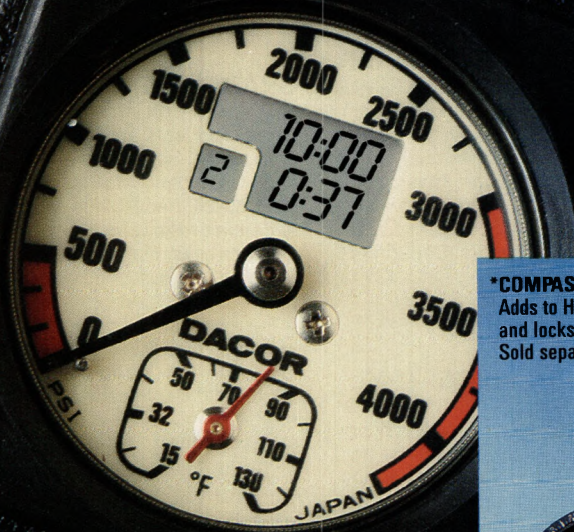
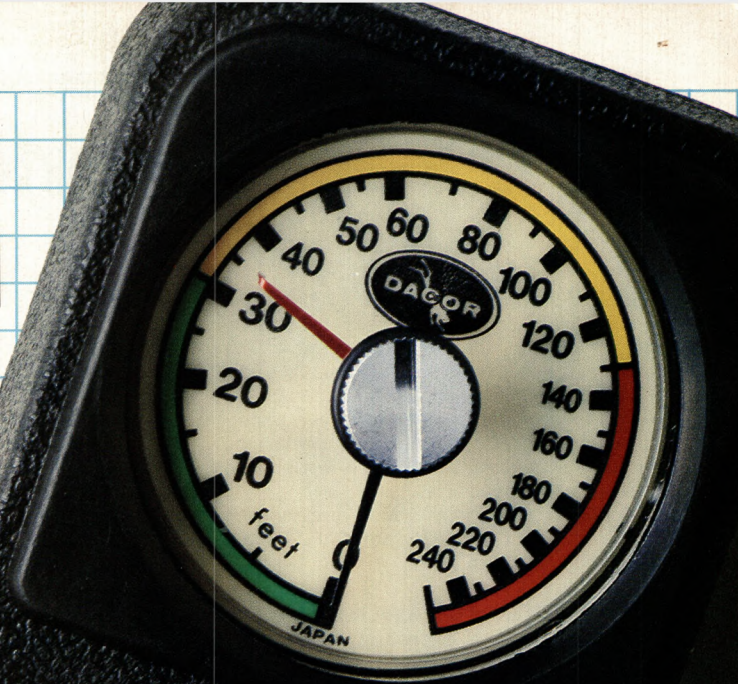
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Diver's Calendar

ISDA JUBILEE

The International Skin Divers Association will present its 1986 Jubilee **August 1**. The event includes an exhibition at Tampa's Curtis Hixon Convention Center, with more than 250 exhibits of diving gear, boats and travel opportunities. Lectures, seminars and workshops are also scheduled. Local hotels will provide discounts to participants.

For information contact Marilyn Sommers, ISDA, P.O. Box 130007, Tampa, FL 33681; (813) 831-9596. 📞

EXPEDITION AQUAWOMAN

The sixth annual Expedition Aquawoman, sponsored by the Long Island Divers Association, will be held aboard the *Sea Hunter III*, out of Freeport, Long Island, **August 3**. Twenty-five female divers will visit the USS *San Diego* in 110 feet of water off Fire Island.

For information contact Karen Gurian, c/o Long Island Divers Association, P.O. Box 7304, Hicksville, New York, 11801; (516) 798-1726 after 5:00 pm. 📞

FAST WATER RESCUE SEMINAR

The Pickaway County Sheriff Water Rescue and Recovery Team will host its annual Underwater Investigations and Fast Water Rescue Seminar **August 8-10** in quarries near Circleville, OH as well as in the Scioto River.

The cost is \$75 for divers and \$35 for non-divers. For more information contact Lt. Jim Fite, Pickaway County Sheriff's Department, 121 West Franklin St., Circleville, Ohio 43113; (614) 474-2176. 📞

PACIFIC COAST U/W PHOTO CHAMPIONSHIPS

The eighth annual Pacific Coast Underwater Photographic Championships, sponsored by the San Diego Council of Divers, will be held at Kellogg Park, La Jolla Shores, San Diego, California **August 9-10**. Divers shoot one roll of film on Saturday and submit their entry slides that evening at a contestants' party. The results and prizes are announced at an awards ceremony on Sunday at Sumner Auditorium, Scripps Institution of Oceanography.

For information contact Robert Melendez, c/o San Diego Council of Divers, P.O. Box 9259, San Diego, CA 92109; (619) 566-0752. 📞

MUSEUM PROGRAM

The Marine Museum At Fall River, Massachusetts will host a program entitled, Dive into History: U-Boats, **August 15**. There will be an optional dive on the *U-853* August 16. For information contact Bob Cembrola, Marine Museum At Fall River; (617) 674-3533. 📞

CAPE COD TREASURE

Cape Cod Divers, Inc. will host its fourth annual Treasure Hunt **August 16** in Harwich Port, Massachusetts at 10:30 am. Preregistration is \$25. More than \$2,500 in prizes will be awarded and T-shirts and lunch are included.

For information contact: Cape Cod Divers, Inc., 815 Main Street, Harwich Port, Massachusetts 02646; (617) 432-9035. 📞

TREASURE/TRASH DIVE

A Treasure and Trash Dive, with the proceeds going to the Divers Alert Network, will be held **August 16-17** at Thousand Hills State Park in Kirksville, Missouri. Contestants will be awarded prizes for finding treasure markers and for removing trash from the lake.

For information contact Randy Tetzner, 315 South Baltimore, Kirksville, MO 63501; (816) 627-1847. 📞

COLORADO CHAMPIONSHIPS

The Colorado Diving Council will host its 29th annual Skin and Scuba Diving Championships at Grand Lake, CO **August 23-24**. Events include a treasure scramble, obstacle course and underwater swim—for skin divers; and underwater dexterity, navigation, buddy assistance simulation and equipment donning contests—for scuba divers.

For information contact Hal McConnell, 2624 Vinewood Land, Pueblo, CO 81005; (303) 564-3651 or Wendy Foz, 4334 Goodnight, Space #1, Pueblo, CO 81005; (303) 561-0550. 📞

CHAMBER COURSE

A course on emergency management of diving accidents and hyperbaric chamber operations will be offered at the Catalina Hyperbaric Chamber, Catalina Island, California **August 25-29**. Participants will learn: recognition of decompression sickness and air embolism, decompression tables and procedures, patient handling, causes of accidents, helicopter rescue, chamber treatments and more.

For information contact Catalina Hyperbaric Chamber, P.O. Box 398, Avalon, CA 90704; telephone (213) 743-6792/6793/7882 (8:30 am to 4:00 pm except during lunch hour). 📞

NIGHTTIME TREASURE HUNT

The Water Rescue Team, a division of the Citizens Hose Company of Lock Haven, Pennsylvania, is sponsoring a Nighttime Treasure Hunt **August 30-31**. At night, divers will search a section of the Susquehanna River for tokens that earn them points in a competition.

For information contact Howard Wooding or Art Seymour at (717) 748-3593. 📞

SAN DIEGO FILM FESTIVAL

The San Diego Underwater Photographic Society will host its 22nd annual San Diego Underwater Film Festival **September 5 and 6** at the San Diego Civic Theater. Jean-Michel Cousteau will be master of ceremonies.

Tickets, \$10 each evening, are available at the theater box office, most area dive stores, Ticketmaster and by mail. For mail order, contact the San Diego Underwater Photographic Society, c/o Tom Sullivan, P.O. Box 82782, San Diego, CA 92138 by August 22. 📞

DIVERS SWAP MEET

The Santa Ana College Dive Club is sponsoring its seventh annual Divers Swap Meet **September 7** on the pool deck at Santa Ana College, Santa Ana, CA. Admission is free.

For information contact Jim Taylor, 22011-J Rimhurst Dr., El Toro, CA 92630. 📞

skin diver

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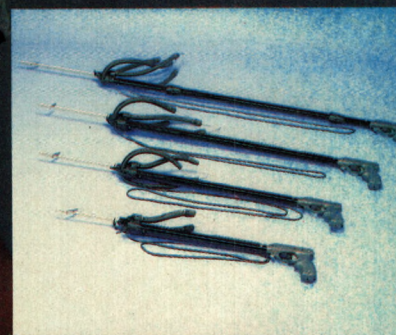
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Scuba Quiz

Category: Equipment

Topic: Extra Second Stages

By Dennis Graver

Extra second stages, often referred to as "octopuses," simplify the sharing of air by providing mouthpieces for both the donor and the receiver. Their use is encouraged by all diver training organizations. Do you know as much about this item as you should? Find out by answering the following questions, then comparing your answers with those found on the following page.

1. The primary purpose of an extra second stage is to:

- ☐ A. Permit a safe ascent if one member of a dive team runs out of air
- ☐ B. Extend diving time by allowing the diver with a higher air consumption to share his buddy's air
- ☐ C. Allow horizontal, air-sharing excursions beneath overhead obstacles while underwater
- ☐ D. All of the above

2. The standard configuration for an extra second stage is:

- ☐ A. With the hose attached to the right side of the mouthpiece
- ☐ B. With the hose attached to the left side of the mouthpiece
- ☐ C. For the regulator to be able to work either right handed or left handed
- ☐ D. None of the above

3. The length of the hose for an extra second stage should be:

- ☐ A. The same as the hose for the primary regulator
- ☐ B. Six inches longer than the primary regulator hose
- ☐ C. At least one foot longer than the primary regulator hose
- ☐ D. None of the above

4. The standard location for retaining the extra second stage when it is not in use is:

- ☐ A. In a special pocket in the buoyancy compensator
- ☐ B. Attached to the side of the scuba tank
- ☐ C. At or near the center of the chest
- ☐ D. None of the above

5. When the need to share air arises, the donor should:

- ☐ A. Give the primary regulator to the receiver and breathe from the extra second stage
- ☐ B. Give the extra second stage to the receiver
- ☐ C. Allow the receiver to choose between the primary regulator or the extra second stage
- ☐ D. None of the above

6. If only one member of a buddy team is equipped with an extra second stage, it is of most value to:

- ☐ A. The person wearing it
- ☐ B. The person who is not wearing it
- ☐ C. Both divers equally

7. When an extra second stage is being used:

- ☐ A. The donor should hold onto the receiver
- ☐ B. The receiver should hold onto the donor
- ☐ C. The donor and receiver should hold onto each other
- ☐ D. Usually answer C, but in some instances answer B

8. An extra second stage should be serviced:

- ☐ A. Whenever the primary regulator is serviced
- ☐ B. Annually
- ☐ C. As needed
- ☐ D. None of the above

9. All regulators manufactured within the past 15 years will perform satisfactorily with an extra second stage attached.

- ☐ A. True
- ☐ B. False

10. The attachment of an extra second stage to a regulator:

- ☐ A. Should only be done by professional personnel at an equipment repair facility
- ☐ B. Can be done by any diver with reasonable mechanical ability
- ☐ C. Should only be done by personnel trained by the manufacturer of the regulator

11. Which of the following are currently required to be equipped with an extra second stage:

- ☐ A. Scuba instructors
- ☐ B. Divemasters
- ☐ C. Professional dive guides
- ☐ D. All of the above

12. A regulator incorporated into a low pressure inflator system for a buoyancy compensator is considered an extra second stage.

- ☐ A. True
- ☐ B. False

13. Which of the following statements is false:

- ☐ A. Use of an extra second stage in cold water can cause the first stage of the regulator to freeze
- ☐ B. Clogging and snagging of the extra second stage are likely if it is allowed to hang free
- ☐ C. The exhaust tee should be removed from a conventionally designed extra second stage
- ☐ D. All of these statements are false

Scuba Quiz

Answers: Extra Second Stages

1. A. Permit a safe ascent if one member of a dive team runs out of air. This is the primary purpose of an octopus. An octopus also makes it possible for divers to swim beneath kelp canopies and other overhead obstacles while sharing air, but these are not recommended.

2. D. None of the above. There is no standardized configuration for extra second stages, however, it would seem preferable to have one that exhausted air to the side and which did *not* have to be placed in the mouth in only one way in order to function correctly.

3. C. At least one foot longer than the primary regulator hose. The standard hose length for regulators is about 25 inches and the standard hose length for an extra second stage is 40 inches. The extra length is needed so the octopus can easily be extended around a donor to a receiver.

4. D. None of the above. Perhaps the greatest problem associated with the use of extra second stages is the lack of standardization regarding their use. There is no set configuration for them, no established means for retaining them until they are needed and—as you will see—no set way for their use.

5. D. None of the above. Standardization regarding who uses which second stage is difficult owing to varied configurations for the equipment. The donor must use an extra second stage that is integrated into a low pressure inflator, but would otherwise be better off retaining the primary mouthpiece. It is most important for buddies to agree on procedures before they must be implemented.

6. B. The person who is not wearing it. An extra second stage is of no value to the person wearing it if he/she has an air supply problem. Its value is questionable when a buddy has one, but its location is distant or unknown. An octopus is merely a better means to share air than exchanging a single mouthpiece. It is not the ultimate solution for out-of-air emergencies.

7. D. Usually answer C, but in some instances answer B. Both divers should hold onto one another and be positioned in such a way as to have eye-to-eye contact during an ascent. This is not necessary, however, when the divers are sharing air with an octopus while swimming horizontally. In this instance, the receiver should maintain contact with the donor.

8. B. Annually. Regulators are supposed to be serviced every year, so if the primary regulator is serviced annually, choice A could be correct. Many divers do not have their regulators serviced annually, though, perhaps figuring that as long as they deliver air they are fine. This is incorrect for both the primary regulator and the extra second stage.

9. B. False. Not all regulators can meet the air flow requirements that can be imposed on them by two divers breathing simultaneously at depth. Simply adding an extra second stage to your regulator may not provide the performance desired. Check with your local equipment service personnel.

10. A. Should only be done by professional personnel at an equipment repair facility. In addition to knowing if the regulator will support two second stages, professional repairmen also know how to install an octopus. It isn't just a matter of putting the hose fitting into a port. You need to know which ports are acceptable, which types of second stages are compatible and how to make adjustments to the equipment after the octopus is attached.

11. A. Scuba instructors. To the best of my knowledge, only diving instructors are required to have an extra second stage and then only for training exercises in open water. But, it seems like a good idea for anyone who works closely with divers to be equipped with an octopus.

12. A. True. A regulator incorporated into a low pressure inflator system is considered an extra second stage as long as it functions like a typical regulator. Current examples include the Scubapro Air II and the Sherwood Shadow. The advantage of these systems is the elimination of a low pressure hose. A disadvantage is that the donor must use the integrated regulator while giving the primary to the person needing air.

13. D. All of these statements are false. This is the false statement, for answers A, B and C are all true! Freezing is more likely to occur when an octopus is used, clogging and snagging necessitate securing an octopus, and removal of the exhaust tee simplifies usage of an octopus while streamlining the second stage.

What is your impression of extra second stages now? Has it changed from what it was before you took the quiz? The purpose of the quiz is to increase awareness of the problems regarding extra second stages and especially to point out the lack of standardization for them. I will support efforts to correct the standardization problems and encourage all SDM readers to use whatever influence they have to do the same. This can be done by contacting both equipment manufacturers and diver training agencies.

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Dig out your atlas and find a map of the United States. Okay, now find Nebraska and locate a small town named Brady, in Lincoln County, near the Platte River. Now tell me how a four foot long, 100 pound anchor got buried in the middle of a prairie, three miles west of Brady!

That's where Gloria Liljestrand, whose parents live on a farm near Brady, discovered the anchor while swatching hay in a field just north of Interstate 80. She and her father, Harlan, used a tractor to free the anchor, which was deeply embedded in the soil. The discovery rekin-

on the river bottom and crewmen would then pull on the ropes to drag the boat forward. Coleman believes periodic flooding made it possible for large boats to traverse the Platte from east to west. His claim is supported by two history books, one referring to the *El Paso* passing through Scottsbluff (about 150 miles north of Brady) in 1852.

But historian Ted Stutheit, State Game and Parks Commission, says the steamboat wasn't mentioned in any Fort Kearney records even though the vessel would have passed by the fort on its

westward passage. While historians continue to debate how the anchors got into the middle of a prairie, the Liljestrands' discovery remains chained to a tree in their front yard.

Jay Patrick, Newton, Connecticut says there is one correction he would like to make in regard to the wreck of the USS *Ohio* (SKIN DIVER, February 1986—article by Chris Becker). It is off Fanning Point, Long Island, known by locals as Breezy Point, not off Conkling Point. Jay says he verified this with Jerry McCarthy, Greenport Historical Society and Commander O.C. Erickson, USN, Retired. Divers may park at the foot of Clark Street and swim out approximately 1,000 feet, staying to the right of Clark Street. For more details, write to Jay Patrick, Parmalee Hill Road, Newtown, CT 06470.

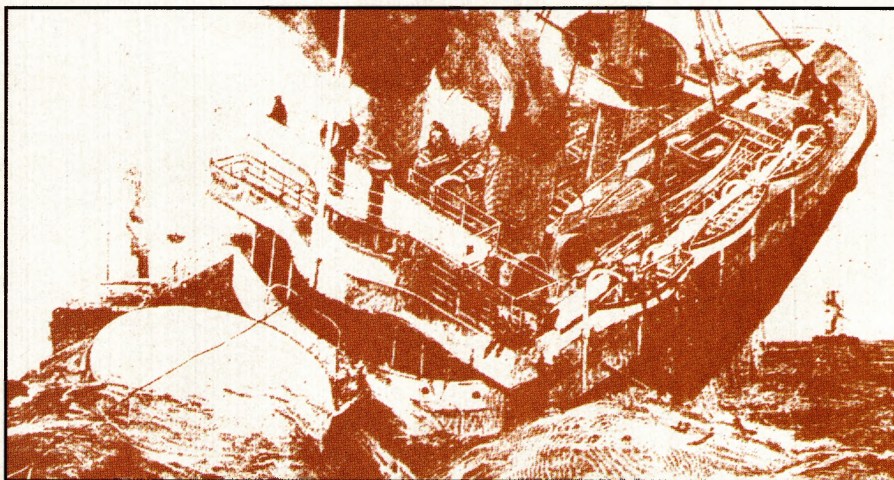
Long Islanders might also be interested in a new book, *Wreck Valley, A Record of Shipwrecks off Long Island's South Shore*, by Daniel Berg. Berg's coverage includes the *Andrea Doria*, *Black Warrior*, *R.C. Mohawk*, USS *San Diego*, *Stolt Dagali*, and more than 50 other wrecks. Detailed information and more than 60 photos and drawings make this an outstanding new resource book. It comes with a money back guarantee of satisfaction and may be ordered from: Aqua Explorers, Inc., 22 Maiden Lane, Lynbrook, NY 11563; \$9.95 plus \$1 postage.

Bill Hughes, State College, Pennsylvania offers information on a sunken submarine in Indonesia. He wants to know if anybody has been on the wreck. If not, he offers the sub's position as he researched it. Hughes says, "In October 1944, Admiral Christie was in charge of the U.S. submarine forces in the Pacific, where a squadron of 10 British and Dutch submarines was transferred to his command. *Zwaardvisch* (Swordfish), a Dutch sub with a British crew, commanded by H.A.W. Goossens, was one of the squadron. When offered a choice of patrol areas, Goossens chose the Java Sea near Surabaya, Java—near Singapore.

"Soon Goossens received a message from Admiral Christie that the *U-168*—enroute from Germany to Japan—had put into Surabaya. On the morning of October 5, Goossens was in the bay at Surabaya—at periscope depth—waiting for the *U-168*. Four torpedoes slammed into the German sub, sinking it in minutes. Goossens surfaced and took some prisoners, including the captain and ship's doctor. The German U-boat is sunk in 120 feet, position 06-20S, 111-28E."

Treasure in the Great Lakes? It is not beyond the realm of fantasy. Two recent undersea discoveries—the famous galleon *Atocha* and the romantic find of the *Titanic*—have sparked new dreams about wrecks, including 6,000 ships lost in the Great Lakes since the late 17th century.

(Continued on Page 142)



Wreck Facts

BY ELLSWORTH BOYD

dled interest in a mystery that has puzzled area residents since the turn of the century. A similar anchor was found in the vicinity in the 1890s. Historian Allen Coleman says his research indicates the anchors came from a large steamboat named *El Paso* that traveled up the Platte River in 1852. But other historians claim the river, known as "a mile wide and an inch deep," was too shallow for such a large boat.

"The Platte was never navigable," says Marvin Kivett, former director of the Nebraska State Historical Society. "There were some fur traders who used the river, but only at flood time. Even then they recorded hardships of dragging their boats across sandbars."

Coleman counters with a newspaper article that says the *El Paso* lost two anchors during an "extensive voyage" that year. Although the article didn't mention how or where the anchors were lost, Coleman speculates the loss might have occurred when the anchors were used to free the *El Paso* from a sandbar. Anchors would be tossed from the bow, secured



Gloria Liljestrand and her father examine the anchor found in their hay field.

photo courtesy Gloria Liljestrand

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Photos by LARRY CUSHMAN

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Sound is produced by waves of pressure moving through the air. When these waves contact the eardrum, they make it move. This motion is transmitted to a hearing organ that converts it to electrical impulses in nerves, which are then sent to the brain for interpretation.

The ear has a limited range of pitch, or sound frequency, it can convert to electrical impulses. Pitch below about 15 cycles/second is not perceived as sound, and when the frequency exceeds about 20,000 cycles/second, we also cannot hear it. Sound above the audible range is usually called ultrasound. Sound must travel through a medium (air, water, metal) to be transmitted.

SOUND VELOCITY	
Air	330 meters/second
Water	1,500 meters/second
Bone	3,000 meters/second

Above: Sound velocity in several different media. For comparison, 330 meters/second is equivalent to about 740 miles/hour.

There is no sound in outer space because there is no medium in which the waves can travel. We use the speed of sound in air (330 meters/second) to determine distance of objects creating sound and its direction. We sense sound direction by its delay in arrival between our two ears. This time delay is about 0.6 milliseconds ($0.6 \times 1/1,000$ th second) between the closest and the farthest ear from the sound. In sea water, sound travels at 1,400 meters/second. This speed makes the usual clues we use to localize sound inaccurate. Sound direction cannot be distinguished in water because the time difference between the two ears is so small (about 0.15 milliseconds) we cannot perceive the delay. Sounds heard in water cannot be localized and distance from the source is more difficult to estimate than in air. These differences in perception can cause problems in diving. Using sound signals in water is helpful for communicating when visible contact is maintained, but if you are out of sight of your dive buddy, and signal by banging on your tank, you won't be found because the sound cannot be localized by relying on hearing skills. Because you cannot determine direction or distance of underwater sounds with your ears, special attention must be given to sounds from motor boats. The rapid speed of a boat and your inability to determine its location or distance can result in a close encounter that is better avoided.

Because sound waves travel rapidly in water we have learned to communicate with sound in the sea. We use sound to find the bottom with acoustic fathometers and sound sensors are used to search the seafloor for lost objects. The science of sound communication in the sea has been pursued for many years and has reached a point where ships and submarines rely on acoustic communication to separate friend from foe and to talk to



Diving Medicine

ALFRED A. BOVE, M.D., PH.D.

each other. If you have occasion to dive near a sonar transmitter—don't! The sound energy emitted is powerful enough to severely injure a diver who swims into the beam.

The characteristics of sound in the sea have also spurred a revolution in medicine. Medical scientists discovered that sound waves travel through tissues in the same way they travel in water. This finding is not surprising because body tissues contain a high percentage of water. Acoustic signals provide actual images of the beating heart that can be used to diagnose abnormal muscle and valves; to detect blood clots and tumors; and to examine the structure of the blood vessels connected to it. Newer acoustic applications can detect abnormal blood flow in the heart and tumors in the breast.

Sound images tell us about the size and position of the fetus in the womb and about the health of the gallbladder and kidneys. Application of sound images in medicine has become a routine diagnostic procedure that requires no needles or injections. The sound is transmitted through the skin of the chest or abdomen using a small sound emitting probe. The reflections of sound from heart structures in the chest are used to construct an acoustic image. In medicine, we call these ultrasound studies, because the

sound frequency (pitch) is much higher than the upper limits of sound perceptible to the human ear. Medical ultrasound is usually in the range of two to five million cycles/second.

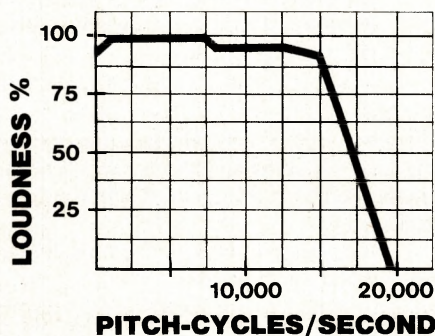
MITRAL VALVE PROLAPSE

We receive frequent inquiries about mitral valve prolapse, because it is a common finding and may be present in seven to eight percent of all individuals. This diagnosis has emerged since medical ultrasound of the heart, called echocardiography, identified an abnormal motion of the heart's mitral valve. Mitral valve prolapse in itself is not considered to be a problem. In many people the valve snaps backward a bit more than usual and the added motion is detectable in ultrasonic images. Often, the backward snap produces a click that can be heard with a stethoscope.

Some people with mitral valve prolapse have other heart problems. Some of the valves can leak when they snap backward. This is usually inconsequential. We usually advise people with a leaking mitral valve from any cause to take antibiotics when they have dental work done to eliminate the risk of bacteria that enter the bloodstream attaching to the valve. When the mitral valve leaks severely, medication or valve replacement may be necessary, but this is extremely rare. Some people with mitral prolapse have other heart problems. Sometimes the heart develops abnormal rhythms that can produce abnormal heart pumping action when they are severe. If heartbeat irregularities are present, these can be treated with medication.

The presence of mitral prolapse alone is not a reason to stop diving. The valve may remain functionally normal in spite of the small backward snap and would not compromise diving, nor would it modify performance or exercise capacity. When the valve leaks, we call this mitral regurgitation. This problem is, again, usually minor and would not cause diving limitations. If the leak becomes substantial, the heart has to pump harder and do more work. If the leak is small, as it usually is, then there is no compromise of the heart function and exercise and diving are no problem. On the other hand, if the amount of leakage is substantial, the heart will be

(Continued on Page 59)



This graph shows the loudness a person hears when a sound of constant intensity has the pitch or frequency varied from a low value (eg: 10 cycles/second) to a high value (eg: 20,000 cycles/second). The graph shows the loudest frequencies heard are in the 1,000 to 6,000 range. Sounds below 15 cycles/second are usually not heard. As frequency increases, the perceived loudness decreases. Sound is not heard at frequencies above 20,000.

600 miles north of the Arctic Circle, a Canadian ice breaker cuts a trail in the search for the HMS Breadalbane.



Searching for a shipwreck under the Arctic ice is not for ordinary divers. Or ordinary watches.

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Using delicate sonar, he was able to pinpoint the location of the vessel 340 feet below the surface, near Beechey Island. Divers discovered one of the most perfectly preserved shipwrecks found in any ocean.

In the Arctic, ordinary divers find it difficult to function. So do ordinary watches. For the past 15 years, Dr. MacInnis, the first to dive and film under the North Pole, has chosen one watch: the Rolex Submariner.

"I've worn it everywhere. From the North Pole ... to the Red Sea."

As for the future, there are still more explorer ships resting on the Arctic floor.

A fitting challenge for Dr. Joe MacInnis and his Rolex.

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photo/courtesy Sherwood

Sherwood's Sigma System

Totally Modular

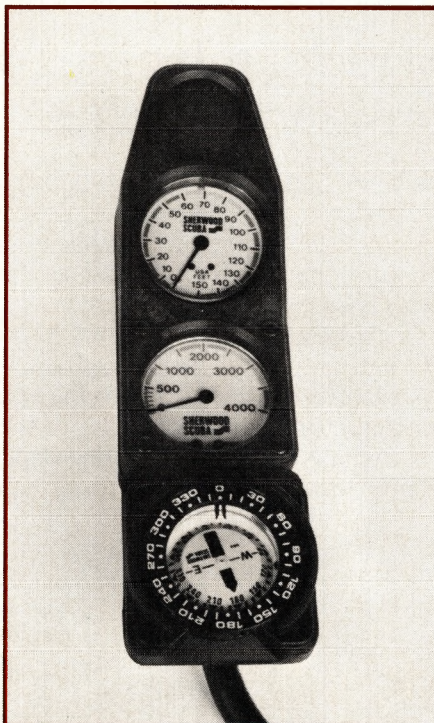
BY JIM WALKER

Modular: The word brings to mind visions of pre-fab homes and press-board furniture. That's unfortunate, because the key concept in the definition of modular is "flexible arrangement." Thus, if you've ever purchased a dive gauge only to discover that it wouldn't attach to your console without duct tape, you'll appreciate the Sherwood Sigma System—it's modular!

The Sigma System can be as simple as a submersible pressure gauge in its own rubber boot or as complete as a four-instrument console with slate—or anything in between.

Sherwood's submersible pressure gauge (SPG) is designed to operate at pressures as high as 3,500 psi. Built of sturdy, noncorrodible plastic, it features a luminous face and color coded markings denoting specific pressure ranges. Pressures of 0-500 psi are measured in 100 psi increments by black dashes with red dashes between. The gauge comes separately in its own rubber boot (with a hose pressure tested to 5,000 psi) for \$68, or it can be purchased in combination with other instruments.

Two depth gauges are available for the Sigma System: One (oil filled) covers 0-150 feet and the other (dry diaphragm) 0-200 feet. The 200 foot model has a needle that remains at the maximum depth you reached during your dive. Both



photo/ Bonnie J. Cardone

gauges have plastic cases and luminous faces, both have color coded markings for different depth ranges. The depth gauges can be purchased in wrist mountings (150=\$60, 200=\$80) or in a con-

sole with other instruments.

The Sigma console is made of flexible rubber and is angled to allow the gauges in it to be read easily underwater. It has a 2½ by 3 inch slate on the back for underwater communication or data recording. The console has three gauge slots: one for the SPG, one for the depth gauge and a smaller one at the tip for Sherwood's Digital Dive Timer (at this writing it was to be available "imminently.") With SPG and 150 foot depth gauge, the console is \$122.50. With SPG and 200 foot gauge, it's \$144.

Sherwood offers a really modular compass. Fluid dampened, it is driven by a high response cobalt magnet. The compass has a rotating bezel, a luminous face and can be sighted directly from the top or from a side window. It is available in a rubber wrist mounting or in a nifty module (either \$45) that can be slipped over a ridged hose protector on the end of the console (resulting in a compact instrument display).

If you want to build your gauge system piece-by-piece, knowing all the components will work together in the end, or if you'd like to purchase an all-in-one console, the Sigma System answers your needs. Check it out at your Sherwood dealer, it's totally modular. For dealer information contact Sherwood Scuba, 120 Church Street, Lockport, NY 14094.

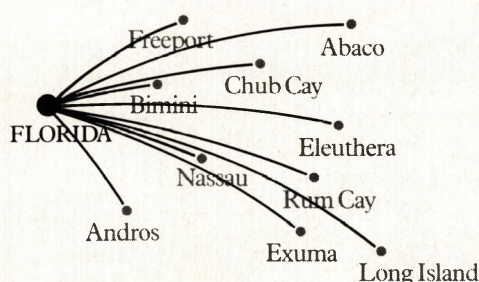
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TEXT AND PHOTOGRAPHY BY BONNIE J. CARDONE

Sharon loved the SeaQuest 3.0mm Coronado. She was surprised at how easily it went on. Posing on the beach, she marveled at how light, flexible and comfortable it was. Her only regret was that we were on a Southern California beach instead of a tropical island!

I'd already worn the suit and expected her reaction—it mirrored my own. But, what I liked best about it at that particular moment was how well it fit her: Although it was a stock suit, it looked as if it had been custom tailored just for her.


The Coronado has farmer john pants and a step-in jacket. It is nylon on the outside, plush on the inside. It comes in three thicknesses: 3.0mm ($\frac{1}{8}$ inch), 5.0mm ($\frac{3}{16}$ inch) and 6.5mm ($\frac{1}{4}$ inch) neoprene. The seven men's (extra small through extra extra large) and five women's (extra small through large) sizes should provide a wetsuit to fit just about every body.

The Coronado is quite attractive. It is black with charcoal gray accent panels trimmed with red piping. All of the Coronado suits come with kneepads. The farmer johns have a Velcro® closure on one shoulder. The $\frac{3}{16}$ and $\frac{1}{4}$ inch pants have spine pads for warmth. The step-in jackets have a sturdy, corrosion resistant nylon, YKK zipper down the front and a high collar for thermal protection. Raglan sleeves provide a comfortable fit and ease of movement.

The SeaQuest Coronado appears to be well made. The seams are blind stitched and triple glued to prevent water seepage. The edges are covered with stretchy seam tape to increase durability.

One of the neat things about the Coronado is its versatility. You can wear the farmer john alone or with the jacket for extra warmth. You can wear the step-in jacket by itself as well. (It can be purchased separately.) Add or subtract layers according to water temperature, depth and duration of each dive. For instance, on a deep dive to cooler tropical depths you might want to wear both the 3.0mm pants and jacket. For a sunny, shallow afternoon dive, however, either the jacket or the farmer johns alone might be sufficient.

It is rarely necessary to buy a custom tailored wetsuit these days. The wonderfully stretchy materials of which they are made accommodate a wide variety of body shapes and sizes. The Coronado fit me just as well as it fit my model, even though we would not wear the same size in street clothes.

The Coronado is not an expensive suit; both the men's and women's 3.0mm models sell for \$286. If you want to buy just the step-in jacket, it is available for \$137.30; the farmer johns alone are \$148.70. The 5.0mm suits are \$342; the 6.5mm versions are \$364. See all of the Coronado wetsuits at your nearest SeaQuest dealer. Or, for more information, write SeaQuest, Inc., P.O. Box 1397, Carlsbad, California 92008. 

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The winning photograph will also be featured on the cover of *Diving Ventures* and *The Undersea Journal*.

Eleven Regional Winners — Local winners' slides are sent to PADI Headquarters and eleven Regional Winners (ten U.S. regions, one international) are chosen. These winners receive custom 16 x 20 inch color prints of their winning slides (compliments of Scuba Chrome); publication in *Skin Diver* magazine and *The Undersea Journal*; and entrance into the Grand Prize judging.

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Scubabowl '86



What began as a simple educational seminar for dive stores has grown into the largest industry social event in the Caribbean. Each fall, more than 100 dive store owners and managers flock to the island of Grand Cayman to participate in Scubabowl.

It is a wondrous week filled with a pageantry seldom displayed in the diving world. There is an impressive, simultaneous beach landing of 30 dive boats, an aerial salute by a Cayman Airways 727 jet and nightly hotel receptions.

Why the celebration? It is the dive store owner's chance to check out new dive resorts after spending a long, hot summer behind the sales counter. It is also an opportunity for the Cayman dive operators and resort hotels to show off their programs and facilities.

This year Scubabowl will be held at the posh Grand Pavilion Hotel, a new entry in the Grand Cayman dive business. General manager Bernard Sarne is a diver himself and promises the event will have lots of panache.

Scubabowl is not all fun and frivolity. Dive store owners rise early each morning to attend lectures and workshops on market research, packaging scuba vaca-

tions, resort safety and training, and one-half dozen other topics. The sessions last five days.

The afternoons are devoted to the serious business of scouting Cayman dive sites including drop-offs, coral reefs and shipwrecks. Store owners rotate their schedules, diving from a different boat each day to appraise each operator.

This year, dive store owners will, for the first time, have an opportunity to test ride Grand Cayman's fleet of submersibles. The 50 foot long, futuristic *Atlantis* will make demo dives to 150 foot depths. RSL's fleet of three deep submersibles will be taking riders to 800 feet and visiting the shipwreck *Kirk Pride*.

Scubabowl is organized by the Cayman Islands Watersports Association and is co-sponsored by PADI, Cayman Airways and the Department of Tourism. The event is conducted as a market research program, so dive consumers may have more enjoyable scuba vacations. PADI is predicting 200 dive store owners and managers will show up at this year's event, September 26 through October 2. Contact: Scubabowl '86, 1243 East Warner Avenue, Santa Ana, CA 92705 or telephone (714) 540-7234.



Top: A Cayman Airways 727 jet streaks over a fleet of Cayman dive boats. **Above:** The dive boats make a coordinated landing on Seven Mile Beach in front of the Holiday Inn. **Below:** After the boats land on the beach, dive store personnel prepare to board them for an afternoon dive.



TEXT AND PHOTOGRAPHY BY GERI MURPHY



NATURAL SELECTION

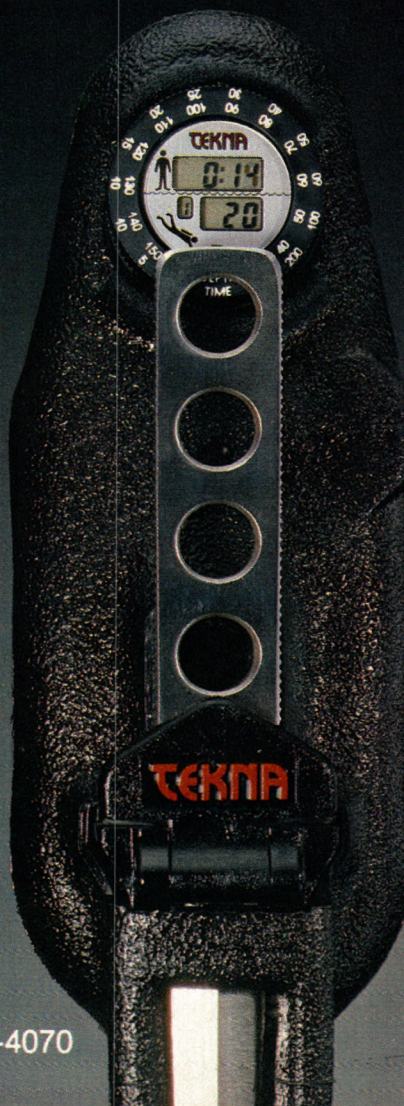
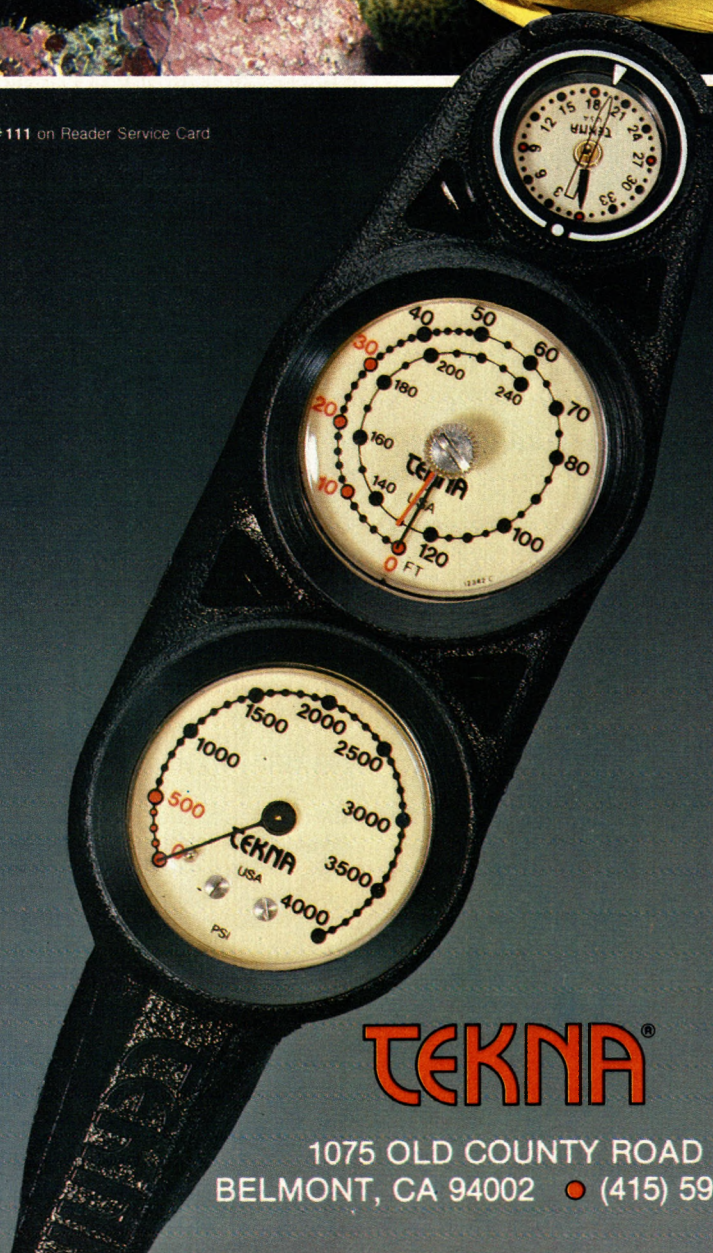
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Left: Lobster tempura. Below: Batter dipped lobster. Above: Captain Bob Watson displays a large shovelnose captured offshore Fort Lauderdale, Florida.

Shovelnose

The most delicate of lobsters

TEXT AND PHOTOGRAPHY BY MARK M. LAWRENCE

The first person to eat a shovelnose lobster must have been either very courageous or very hungry. This marine crustacean looks like a grotesque beetle, not a seafood delicacy. If properly prepared, the shovelnose's meat has the typical firm white consistency of a New England lobster. Seafood lovers should not pass this one up.

Florida divers apply the names shovelnose, slipper or bulldozer to as many as four species. Three are so similar that, even with specimens placed side-by-side, few people recognize any differences. All varieties share the flattened, wedge shaped body that helped create the common names. Unlike spiny lobster, which possess long, wispy feelers, the shovelnose has two broad paddles. Between these hinged plates twitch pairs of thin antennae. The eyes are on the sides. Everything seems designed either to help create or cause the least disruption of the ramplike carapace.

Identifying the razor-edged shovelnose (*Parribacus antiarcticus*), is simple. As its common name suggests, the body shell

and platey antennae terminate in a thin, serrated edge. Between these pointed "teeth" lie numerous hairs. The mottled shell coloration varies from earthy reds to olive browns. Both the razor-edged shovelnose and the ridgeback shovelnose (*Scyllarides nodifer*), have granular textured shells. The ridgeback is usually a lighter and warmer color than the razor-edged. *Nodifer* earned its common name by having a very pronounced boney dorsal ridge running longitudinally on the carapace as well as some of the tail segments. If the shell lacks sharp points or a noticeable ridge, the specimen may be the common shovelnose (*Scyllarides aequinoctialis*). Shell mottling may include light orange or purplish patches. Although older, large specimens may only show subdued browns, the common shovelnose often has brightly colored red, orange and purple spotted legs. With its tail curled tightly, this species uncovers four bilaterally symmetrical dark spots on the first tail segment that normally sit under the carapace; when the tail is removed the two center spots actu-

ally prove to be the tips of a single, U-shaped patch.

Although a couple of varieties of shovelnose range from Bermuda to Brazil, most are only found as far south as the northern Caribbean. While some accounts report trapping of the common shovelnose off Puerto Rico, in other regions few, if any, fishermen pursue them. In Florida, divers apparently collect the greatest share of the overall catch. Like its cousin the spiny lobster, the shovelnose bears eggs from April on through the summer months. While no laws pertain to this creature, divers voluntarily leave gravid females unmolested. Curiously, while sightings of juvenile spiny and Spanish lobster occur frequently, scuba divers rarely encounter young shovelnose. This probably reflects the superb abilities of this crustacean to hide and blend into the background.

During daylight, shovelnose rarely walk on the open reef, preferring to roam about at night. Many veteran lobster divers take advantage of this habit and search for shovelnose after dark. Those





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SHOVELNOSE

divers who look for lobster during the day must peer into dark, narrow holes. Oftentimes only the regularly curving pattern of the tail betrays the well camouflaged shovelnose. Since these creatures lack teeth, claws or spines, they're easily caught. The danger lies in other residents of coral crevices: Brushing against fire coral or an urchin could leave a painful reminder of a moment's carelessness.

Tailing the lobster presents only minor problems. At the back of the carapace—where the first tail segment pivots on the body shell—two lobes prevent easy wringing. Use a dive knife to crack off the two joints, then twist the tail free. Many divers utilize a spiny lobster antennae to draw out the intestinal track. If one is not available, you can still easily remove the gut in the kitchen. After severing the skin around the anal opening near the tail fins, tug on the isolated membrane and the entire track should pull free. Like crabmeat, lobster spoils quickly. Prior to cooking, keep the shovelnose chilled or frozen.

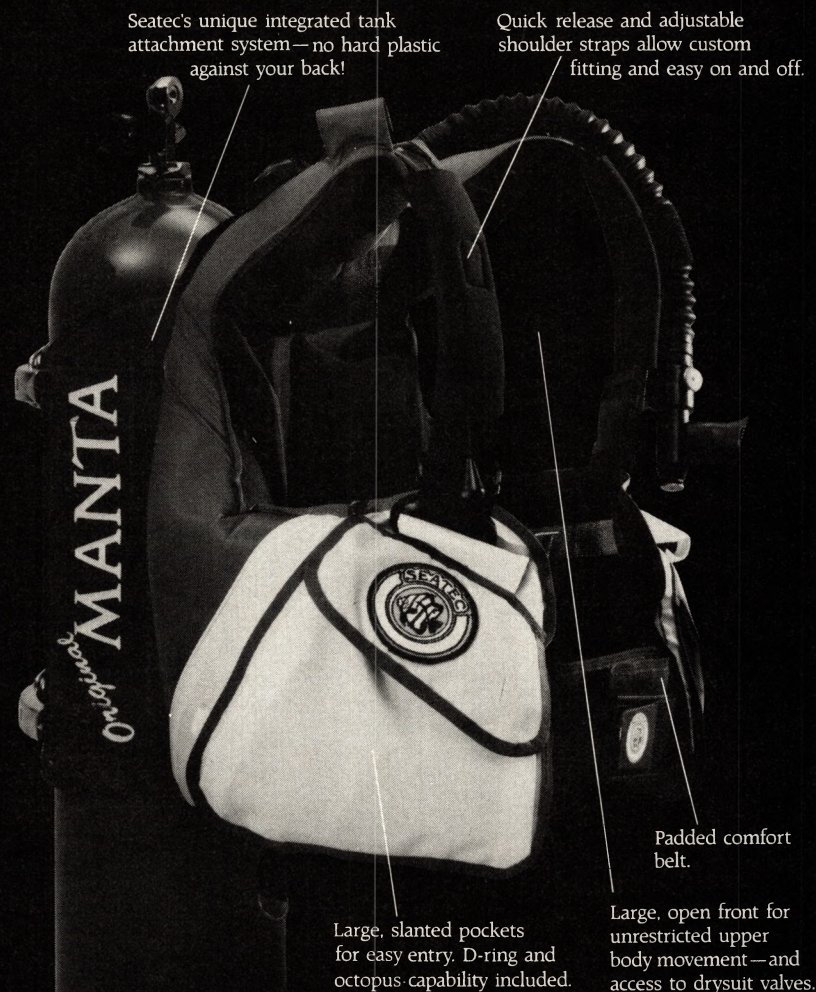
Shovelnose lobster can be boiled, broiled, fried and even barbecued. Broiling is quick. Cracking the back of a ridge-back shovelnose can be challenging. Place the tail belly down on a thick cutting board. Using a heavy chopping knife press down along the dorsal ridge. Be careful not to let the blade slip. If you start at the first tail segment and rock the knife, the back should split. Cut the length of the shell and penetrate approximately halfway through the meat. Grasp the tail by placing your thumbs on the freshly cut edge and your fingers underneath, on the belly. Pushing up with your fingers as though you were turning the shell inside out should produce a butterflied tail ready for the broiler; (on very large specimens scoring the ventral ribs may make this last step easier).

Before broiling prepare clarified butter, then add lemon juice and garlic. While broiling, baste every two minutes. When the upper surfaces become a rich brown or the shell edges just begin to char, the tail is ready. Cooked meat should appear white and moist.

To barbecue shovelnose on the beach all you need is a grill, some foil and your favorite spicy sauce. Although a par-boiled tail cleans faster, a raw tail may be cleaned effectively. Discard the shell, then split the meat lengthwise for faster cooking. Using a large sheet of aluminum foil as a wrap, place the meat in the center and cover with sauce. Wrap the meat securely. Inside the aluminum cocoon the sauce bubbles into the meat. Turn the wrapped meat every three minutes. Cooking time depends on how hot your fire is. Fortunately, sampling is always the best way to be sure the lobster is cooked.

Underwater shovelnose lobster are

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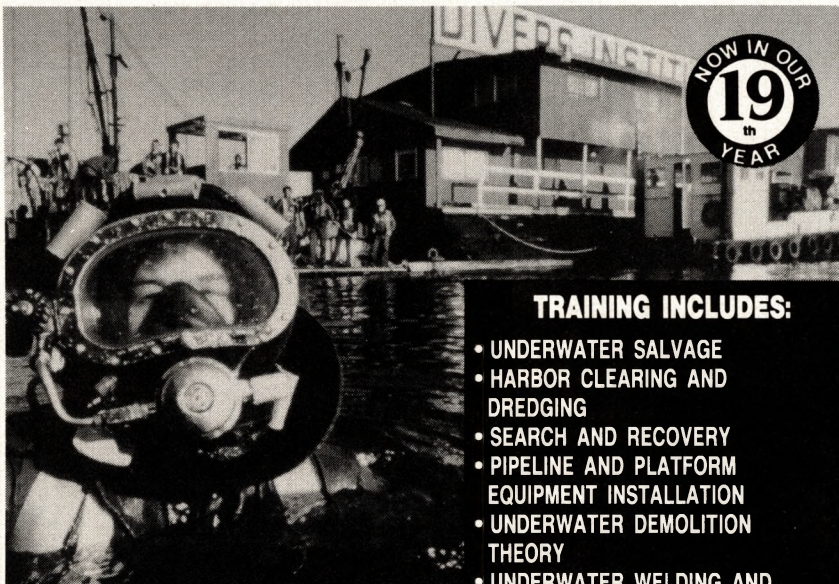
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
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SHOVELNOSE

easy to pass by. With their low profile and mottled coloration, they blend into the background. Even the most successful shovelnose gatherers look into many empty holes before they spot a lobster. But, those who've eaten shovelnose lobster agree, the meal is well worth the search! 

LOBSTER STUFFED TOMATO

- 1 Shovelnose tail
- 1 Large ripe tomato
- ¼ Fresh lime
- Onion to taste
- Celery to taste
- Pepper to taste
- Tabasco sauce to taste
- Mayonnaise
- Paprika

Boil the whole tail for 10 to 15 minutes. When the meat is cool to the touch, clean and dice it into small cubes. Mix salad ingredients and place in tomato shell. Garnish with paprika.

BATTER DIPPED LOBSTER

- 1 Shovelnose tail
- 1 C flour
- 1 C water
- 2 Eggs
- Black pepper to taste
- Garlic powder to taste

Place the whole tail on a cutting board belly-up. With a pair of kitchen shears snip the outer skin as close to the shell margin as possible on both sides. Trim the end at the junction with the tail fins. Remove any remaining swimmerets and discard. Beginning at the tail fins, peel the meat as a single piece. Boil the empty shell for ten minutes; this now becomes a colorful serving dish. While the oil is warming, prepare the batter. The oil is hot enough when a drop of batter effervesces immediately upon hitting the oil. Place a wooden skewer through the length of the tail. After rolling the tail in the batter place in the hot oil. When the outside is an even and deep golden brown the lobster is ready. Lobster meat should be a solid white but very moist in the center. Remove the skewer and place the tail back into the shell.

TEMPURA

Remove the meat as a single piece from the shell, then split it along the centerline. With the knife following the natural grain, slice the halves into bite size pieces. Prepare your favorite tempura batter and heat in a wok. Adding crushed ice to the tempura batter will help give the crust a light, bubbly texture. Because of the small pieces, the meat will cook very quickly. Overcooked lobster is tough and stringy, so keep a close watch. When the piece is a very light gold, remove, cool and sample. Pickled ginger slices, green horseradish paste and soy sauce make attractive and flavorful accompaniments.

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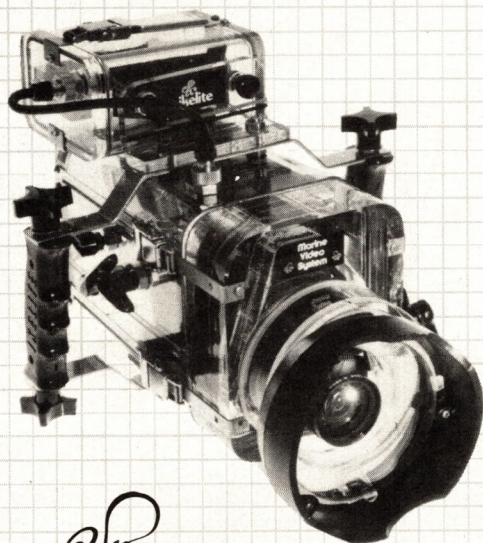
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SDM's U/W Photo Class

Making Friends With Your Strobe

TEXT AND PHOTOGRAPHY BY JIM AND CATHY CHURCH

The purpose of this lesson is to summarize our favorite techniques for using an U/W strobe effectively. We will not be repeating the technical information you already have in your owner's manual, nor does it matter what kind of strobe—manual or TTL—you have.

MAKE A SIMPLE CHART

Several manufacturers provide elaborate charts and even exposure calculators with moving parts you can use underwater. If you have trouble reading or using these devices, calculate your exposures topside, then make your own simplified chart. Use a label maker or a laundry marker and white tape to attach your personal chart to the side of the strobe. The chart should show a list of strobe to subject distances and their corresponding f/stops for the film you use. The full power distance and f/stop combinations will indicate both the manual exposures and the automatic range of a TTL strobe.

HOW TO AVOID BACKSCATTER

When the strobe flashes, light from it strikes suspended particles in the water and reflects back. And, if the strobe is near the camera lens, the light reflecting back from the suspended particles passes through the lens. This causes little bright spots (called backscatter) to appear in the picture. To avoid this, hold the strobe away from the camera lens and aim it at an angle to your subject.

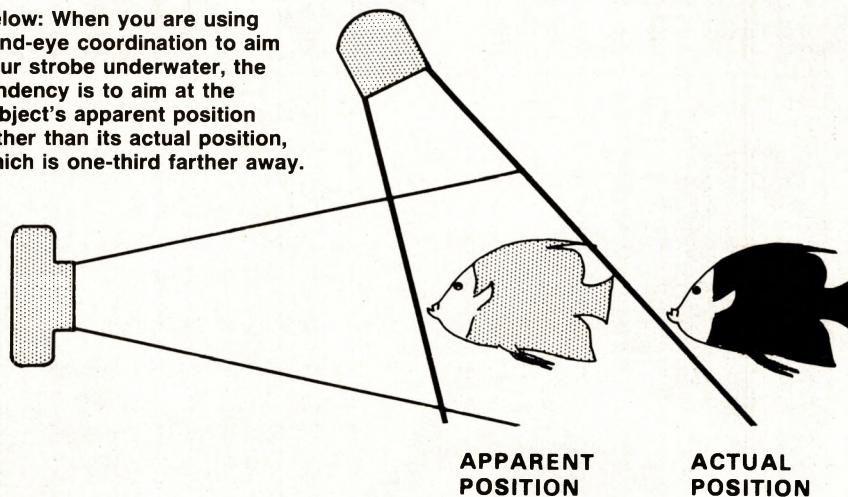
THE APPARENT IMAGE ERROR

Underwater, you see subjects one-fourth closer than they really are. For example, a fish that appears to be three feet away is actually four feet away. And, if you are aiming your strobe by hand-eye coordination (by the feel of the strobe arm in your hand), you automatically aim the strobe at the subject's apparent position. But the subject isn't there—the subject is one-third farther away.

If you hold or bracket the strobe at your upper left and aim it at the subject's apparent image at angles of about 45 degrees, the center of the strobe's light will pass just in front of the subject. You will probably see scattering in the upper left corner of the picture, the subject will be underexposed and the brightest exposure will be at the lower right corner of



Below: When you are using hand-eye coordination to aim your strobe underwater, the tendency is to aim at the subject's apparent position rather than its actual position, which is one-third farther away.



the picture.

Here are five tips for aiming the strobe correctly at the subject's actual position:

1. When aiming by hand-eye coordination, aim for a point one-third behind the image you see. If the subject appears to be three feet away, aim for a point one foot behind the subject.

2. Look at both the strobe and the subject. Because you see both at their ap-

parent positions, you can more accurately aim the strobe by hand. However, when you look back to the subject, don't let your hand-eye coordination shift the aim back to the apparent image.

3. Use a built-in modeling light, or a small light attached to the strobe. Aim by shining this light on the desired subject. This only works in dim conditions when sunlight won't overpower the light or for



Nikonos-V automated sophistication. New accuracy and convenience shooting underwater or above.

Nikonos-V with TTL (Through The Lens) flash metering brings you a totally new level of accuracy assuring precise exposure control and the revolutionary convenience of not having to measure or calculate anything.



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Manual Shutter Speed Control

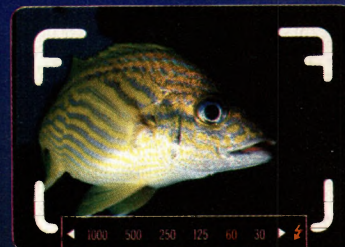
With a full range of manual shutter speeds at your command, you have the ability to make the exposure *you* want. You can compensate for backlighting, overcome difficult conditions, take advantage of unusual situations.

Example: This shot made at 1/60 sec., f8 and top lighting with the SB102 at manual 1/4 power. Creative control is in your hands.



Large Built-in Viewfinder

The answer to divers' prayers—a viewfinder big enough to really work underwater. Bright LED display shows you what the camera is doing in every situation. And to make sure you get what you see, there's an incredibly accurate light meter built-in, the most accurate ever designed for underwater use.



Nikonos-V even does a little thinking for you with its advanced electronic extras. Suppose you've just changed film and forgotten to reset the shutter speed from R (who hasn't?). The camera won't let you miss great pictures. It won't fire until you reset the shutter speed for proper flash synchronization. Or if you've been shooting on land (something your Nikonos-V does superbly 365 days a year)—at shutter speeds higher than 1/90th, the camera automatically resets the shutter speed to 1/90th when the Speedlight is connected and turned on. Even if you forget, the camera won't.

Accuracy, convenience, control—all yours with the automated sophistication of the Nikonos-V. See the entire system at your Nikonos dealer, or contact Nikon Inc., 623 Stewart Avenue, Garden City, N.Y. 11530.

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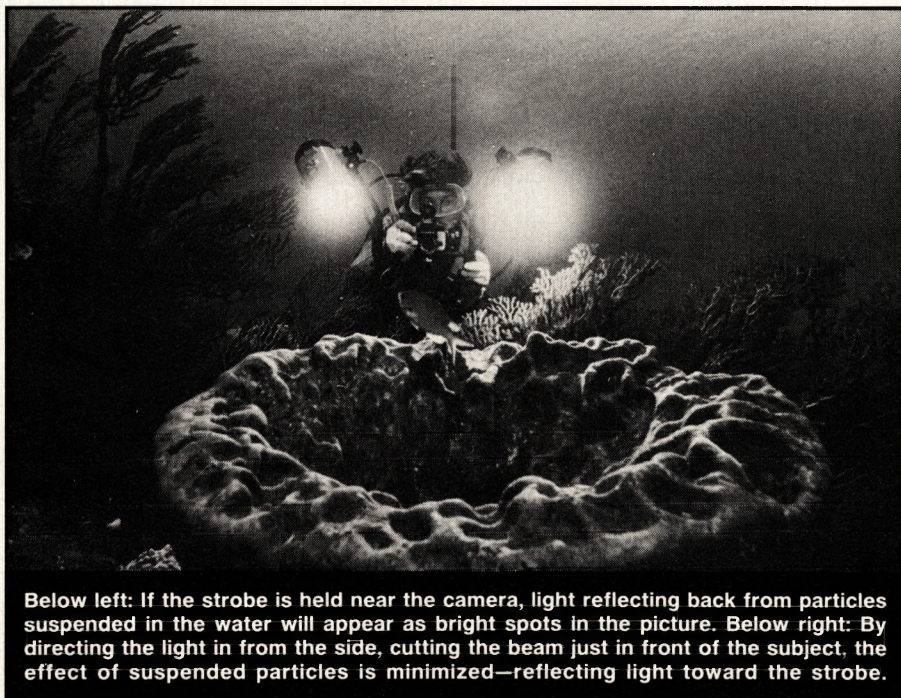
SELF ASSIGNMENT

Select a stationary subject, such as a cluster of tube sponges or a large, fluffy anemone. Then, take a series of strobe exposures with front, side, top and back-lighting. Make exposures with both strong and weak lighting. When you examine the processed film, you will see your single subject portrayed many different ways.

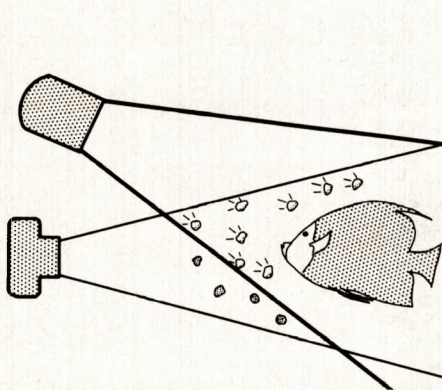
TESTING YOUR UNDERSTANDING

Problem: All the portraits you took of your buddy show the same problems: You see bright spots in the upper left corner, the model's face is underexposed and near subject areas at the lower right are overexposed. What are you doing wrong?

Solution: You are aiming at the apparent image—the beam of light is mostly missing the subject and is striking the lower right side of the picture area. Aim behind the image to solve this problem.



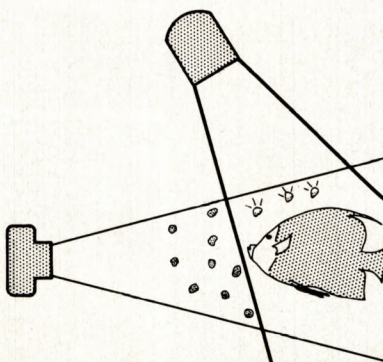
Below left: If the strobe is held near the camera, light reflecting back from particles suspended in the water will appear as bright spots in the picture. Below right: By directing the light in from the side, cutting the beam just in front of the subject, the effect of suspended particles is minimized—reflecting light toward the strobe.



close-ups.

4. If the strobe is on a bracket and is relatively close to the camera, tilt your head and sight along the strobe body. As long as you look at the subject in a straight line, the apparent distance doesn't matter.

5. If you are photographing a diver, discuss the problem of aiming at the apparent image ahead of time. Then, your



model can use hand signals to let you know if you've aimed incorrectly.

HANDHOLDING THE STROBE

For wide angle, normal angle and much of our close-up work, we prefer to handhold the strobe. No mechanical arm system gives us the flexibility of the human arm. In a pool, practice aiming. Aim the camera and strobe at your buddy

from various distances and angles and have your buddy correct or confirm your aim. Practice bracketing by changing strobe distance and practice crossing your left arm above or below your right to aim the strobe from your right side.

Because you often hold the strobe with your left hand, learn to operate the camera with the right hand only. With some housed cameras, if you don't have motor drive you can reach over and operate the film advance lever with the left hand. With a Nikonos V or IV-A, tilt the camera sideways to the left so the weight of the camera helps press the film advance lever against your thumb or press the left side of the camera against your chest while advancing film.

For close-ups, the ultimate is to have a second person hold the strobe. You can reach out and move it at will, but have both hands free to brace yourself and operate the camera.

USING ADJUSTABLE ARMS

You can preset the strobe angle before entering the water or can adjust the angle just before you take a picture. Some adjustable arms may be awkward at first, but give the arm a fair chance. It is often just a matter of practicing with it and getting used to it.

A simple ball-joint arm works well with housed SLR systems. We recommend a symmetrical arm—with both parts being the same length. Use the arm with housed cameras because, when your eye is behind the housing and you need both hands to operate the camera, handholding can be difficult.

Simple arms are valuable for "point and shoot" photography and you may prefer having the strobe held in a fixed position for fish photography. The disadvantage of a simple system, where the strobe is usually held in a fixed position, is that it is difficult to vary your lighting.

CREATIVE LIGHTING ANGLES

Choosing the best lighting angle is a key element of creative strobe lighting. Experiment with side, top and backlighting. By changing the angle and intensity of the light falling on your subject, you can change the mood of the picture and accentuate different areas. Leaving your strobe bracketed to your camera and standardizing your distances and exposures will give you a greater percentage of well-exposed pictures. However, all your pictures will tend to look the same. Choosing different lighting angles can make your pictures more dramatic, but there is a tradeoff. While some pictures will be greatly improved, you will make more mistakes and will throw more pictures away. It's a gamble—the greater the potential gain, the greater the odds of losing some shots. ➤

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When I first heard of the new line of Nissan outboard motors, I was quite curious. It seems that over the past few years many of the Japanese motor companies have successfully stepped into the outboard motor industry. This year is no different: Nissan Motors, makers of fine automobiles, trucks and industrial equipment, has introduced a new line of exciting outboard motors.

The Nissan name may be new to outboards, but the design is backed by more than 60 years of Tohatsu Outboard Motor technology. There are 12 Nissan models, ranging from 3.5 to 70 horsepower. Additionally, there is a long list of accessories and options from which to choose, depending on your individual boating requirements. SKIN DIVER tested the Nissan 18 horsepower on a 14 foot inflatable boat—a good combination for the diver or serious fisherman.

The new 1986 Nissan outboard motors are handsomely painted dark blue with matching striping on a silver hood. Each motor is treated with five individual rust inhibiting coatings that protect the casing from oxidation. There are several non-visible features on the inside of the Nissan outboard that add to the long service life of the engine. The water pump case liner is stainless steel, while all water pump parts are made of corrosion resistant materials. This helps prevent wear, solidification of salt and minerals and deterioration from extended overheating when running for a long period of time. The cylinders and gear case are protected from galvanic corrosion by replaceable sacrificial anodes. However, the best method of preventive maintenance is to flush the engine and all moving parts with fresh water after use in seawater.

Starting the engine is simple. The ignition system is a flywheel magneto. Electric starters are available and can be purchased as optional equipment. There are no parts to adjust or clean in the CD (Capacitor Discharge) ignition system. Sparkplug fouling is nearly nonexistent. Switching is carried out by a dependable solid state firing device that is maintenance free. This is especially helpful for fishermen, as trolling becomes much smoother at lower idling speeds.

A separate fuel tank requires pre-mixing of the gas and oil. The standard 50:1 fuel mixture is still the best and proven mix ratio for outboards at high peak running periods. The two pistons on the Nissan 18 horsepower are horizontal and the double sets of rings are the keystone type. This means they are wedge shaped and designed to expand during the combustion cycle. This effect is engineered for tighter sealing and even heat release. As a result, there is less cylinder wear, which improves motor efficiency and conserves fuel.

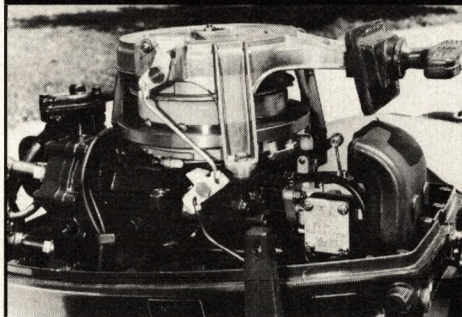
Like the 18 horsepower motor we tested, all the Nissan motors are "loop

THE NISSAN 18HP

Backed By 60
Years Of Technology

TEXT AND PHOTOGRAPHY
BY GREG JOHNSTON

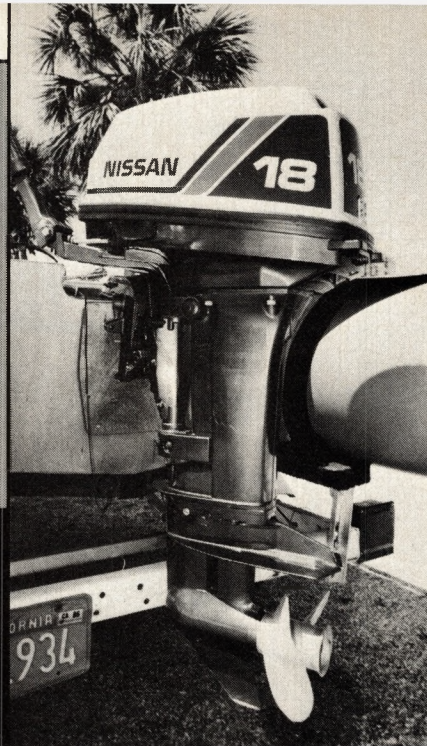
The Nissan 18 outboard features a flywheel magneto ignition system. Optional electric starters are available. Special features that are not visible include a stainless steel water pump case liner, rubber vibration dampers and loop charged fuel injection.



charged." This method of fuel injection allows the mixture of fuel and oil to enter the cylinders evenly in a smooth flow. At the same time, the combusted discharge exits the cylinder through the pulse-tuned exhaust ports in the same smooth flow. Loop charging allows for a high output with a maximum fuel efficiency. Noise reduction from the exhaust is minimized by the through-hub exhaust U/W.

A definite advantage with the Nissan 18 hp is the location of three rubber dampers at critical points to absorb engine vibration and noise for smooth, quiet operation. The gears that connect the drive shaft are spiral bevel gears. They eliminate gear noise and operate smoothly and silently. The cooling system has a double water intake, allowing continuous water flow should one port be clogged by seaweed or other floating debris. A thermostat automatically controls the amount of cooling water.

The tiller handle is a conventional twist grip throttle that incorporates the speed and stop controls. A kill switch is on the engine panel next to the tiller, which also includes the choke and quick disconnect fuel attachment. The shift lever is on the opposite side of the tiller, on the side of the engine. There are three gear posi-



NISSAN 18

Cylinders.....	Two
Power	18 hp at 5,500 rpm
Displacement	294 cc (17.9 cu. in.)
Bore and stroke	60 x 52mm (2.36 x 2.05")
Cooling	Water intakes
Fuel	Gasoline/Oil 50:1
Fuel tank Capacity	24 liters (6.34 gal. U.S.) separate tank
Transom height	Short 15" Long 20"
Gear ratio	13:24
Weight	81.6 lbs.
Standard propellor.....	3 blade aluminum 9.2 dia. x 9.1 pitch
Operating range	4,750-5,500 rpm

tions; forward, neutral and reverse. The Neutral Clutch Start System makes it impossible to start the engine when in gear.

We tested the Nissan 18 horsepower at various speeds and loads. We found the engine was more than capable of planing the inflatable, even when loaded with heavy diving gear, by adjusting the tilt angle of the engine.

The Nissan 18 horsepower suggested retail price is about \$1,700. All new Nissan outboard motors come with a limited one year warranty against manufacturing defects. The best news is that all Nissan motors are backed by the same dependable service from more than 200 dealers across the United States and Canada. For more information on the new line of Nissan outboard motors and accessories, see your nearest dealer. They're certainly worth a look! ➤

THE REGAL AMBASSADOR 233XL

Cruise With Class

"You meet the nicest people in a Regal," says one company poster. And, if you're running around in the brand new Ambassador 233XL you'll probably meet a bunch of them. This is one slick trailerable craft. With room to sleep four, a galley, stand-up shower and a host of accessory features, this boat will make people invite themselves to go diving with you every time you hitch it to your car.

The 233XL has been on the market for less than a year, but Regal has its hands full keeping up with the demand for this great little cruiser. Just to see one before the final owner got his hands on it, SKIN DIVER had to travel all the way to the Regal manufacturing plant in Orlando, Florida. The only boat available to photograph would be on its way to the dealer and final owner within days of our test ride.

Since its introduction in September 1985, the 233XL has been in constant demand. This popular mid-sized family cruiser is a smaller version of the popular Ambassador 255XL.

With a high profile, classic streamlined design, the 233XL comes appointed with a clean graphic design on her sides. She looks like, and is, a mini-yacht.

A great deal of attention is given to detail by the people at Regal and everyone in the plant is included in the Zero Defects Program. Even the quality control people get a quality control check! Secretaries, ad people, vice presidents and maintenance personnel are routinely asked to go over a boat inch by inch and make suggestions on how it could be designed or built better. Such details as how well the underturned upholstery finish stitching is done all the way to more obvious features are thoroughly scrutinized. As a result of this program there are some pretty clever features built into the 233XL and other Regals.

From its molded bow pulpit back to its full width teak platform with the optionally added Step-On dive ladder kit, the 233XL is one classy boat. Above deck, the cruiser has plenty of seating with a fully cushioned stern bench seat, a port side reclined lounger that allows your first mate to comfortably lie back and soak up the sun and a double wide skipper's seat. Just behind the driver's position is an additional seat that pulls out from a hidden refreshment center. All the way aft, access to the swim/dive platform is through a built-in hinged transom door. In front of the operator, the 233XL is equipped with a complete console and full instrumentation panel with engine manufacturer's gauges as well as tilt steering.



The Ambassador 233XL is very well appointed and equipped with a lot of useful features. At the bow is an anchor/rope locker for easy storage. All deck hardware, bow railing and other hardware is made of durable stainless steel. A Bimini top is included with side and aft curtains as are many little things you might not think of before you need them, such as windshield wipers.

Below deck you will find this vessel equipped with practically everything necessary to take it almost anywhere you have enough fuel to cruise. Behind a lockable smoked plexiglass door, step down onto the carpeted interior of a very pleasant living/sleeping center. With a full six feet of headroom, the amenities

can even include an optional AM/FM stereo radio/tape deck system.

Right at the entrance is a fully equipped galley that includes sink and ice box as standard features. If you choose, a stove and refrigerator can be added as options. The galley unit is small, but quite serviceable, with shelves, drawers and a Formica® top counter complemented by a contemporary vinyl wallcovering.

The forward V-berth is also used as seating for four around a center pedestal table. With the table removed the area converts to comfortable sleeping accommodations for two. This area also provides plenty of storage space and includes lockers beneath the berth.

The big surprise in sleeping space is in

the cabin. Through a passageway aft the galley is a mini-stateroom that can sleep two privately. With optional appointments, the cabin can be made to be both functional and attractive. With a ceiling height of 43.5 inches, ventilation is provided by windows at either end of the narrow, but full length bed. If you are out strictly on day trips, this area will make a perfect storage space for spare tanks and gear bags. Here, they will be both easily accessible and still completely out of the way. An aft escape cockpit hatch has also been designed into the cabin.

On the starboard side, behind a lattice-work teak door, is an enclosed marine head with stand-up shower. A dressing mirror, vanity and teak trimmed medicine cabinet are also included. The head's floor is fiberglass and is self-draining for easy cleaning and maintenance.

Built fully of fiberglass, the cruiser is quite large, standing almost eight feet high from the top of the windshield to the keel. It has been clocked at speeds of approximately 40 mph with a 230 hp Mercruiser engine and is designed to take almost any type of sea conditions. At 3,995 pounds, her deep V-hull has a 21 degree deadrise and is 25 feet, 2 inches in overall length. Maximum beam is 100 inches. She has a fuel capacity of 58 gallons. Her standard power is provided by Mercruiser inboard/outboards of 185 hp; engines of up to 260 hp are available. Fresh water capacity is 26 gallons.

The dealer network for Regal is literally nationwide. However, with the popularity of this boat you may have to look a bit to find one for a firsthand look. Base price for the Ambassador 233XL, including standard power and accessories, is \$28,594, less trailer and shipping. For the name of a dealer near you contact: Director of Marketing, Regal Marine Industries, Inc., 2300 Jetport Drive, Orlando, FL 32809. Telephone U.S. toll free (800) BE REGAL. In Florida phone (305) 851-4360. 🦈



The Ambassador 233XL has a bow anchor/rope locker and a swim/dive platform at the stern, accessed by a hinged door in the transom. (The swim ladder is optional.) Below deck, there is a galley and V-berth that doubles as seating around a center pedestal table (left). There is a mini-stateroom at the stern (above left). A double wide skipper's seat faces full instrumentation.

AMBASSADOR 233XL

Length	25'2"
Weight	3,995 lbs.
Hull	Deep-V
Fuel capacity	58 gal.
Freshwater capacity	26 gal.
Engine	185 hp standard (inboard or outboard)
	engines up to 260 hp available
Price	\$28,594 (standard engine less trailer and shipping)



Cressi-sub Professional Diving System

Easy In—Easy Out

BY JIM WALKER

You're on a dive boat, ready to don your tank. Because of your brightly colored wetsuit; your calm, professional manner; or just because you're in everybody's way—you're being watched. You rest your tank on the boat's bait well and slip your arms through your BC straps (unassisted, of course). It's all going smoothly, your audience is enthralled. Suddenly, however, you find you're stuck halfway in—you can't get the BC over your shoulders and you can't back out of it! With a typical BC jacket, this leaves you with two choices: grovel and beg for help; or just tell everyone you like to wear your BC half on—and jump in the water.

Cressi-sub's PDS (Professional Diving System) BC would not only solve the above problem, it would have prevented it: Snap-in buckles on the shoulder straps

can be closed after the BC is in position. (Or, if you're too stubborn to take the easy way, the buckles can be released so you can escape entanglement before anyone really notices.) The shoulder straps can be tightened after the jacket is on by pulling down on the attached D-rings. The straps can be loosened by pushing up on the bottom of the buckles.

The PDS features a urethane inner bladder and a tough nylon outer bag. Double stitching and sewn-in plastic patches reinforce stress areas. The jacket's chambers are sculpted to fit close to the body and provide the diver with up-right flotation at the surface. The jacket's form-fitting design reduces drag U/W.

An adjustable nylon webbing band, with snap-in plastic buckle, closes the chest of the PDS. A wide, padded, Velcro® closing waistband holds the panels

of the jacket in close to the body and distributes the weight of the tank on the hips when topside. It passes through six sewn-on webbing straps around the inside of the jacket. Four of these have large plastic D-rings at their lower ends.

The PDS has mesh drain panels as do the large, Velcro closing pockets. Through the use of Velcro tabs on its side, the diver's right pocket can be set up as a quick access holster for an extra second stage. In this orientation, a fluorescent orange tab is visible, which guides your out-of-air buddy to the octopus. The left pocket has a key clip sewn inside and covers the site where an optional CO₂ emergency inflator mechanism




photos/Bonnie J. Cardone

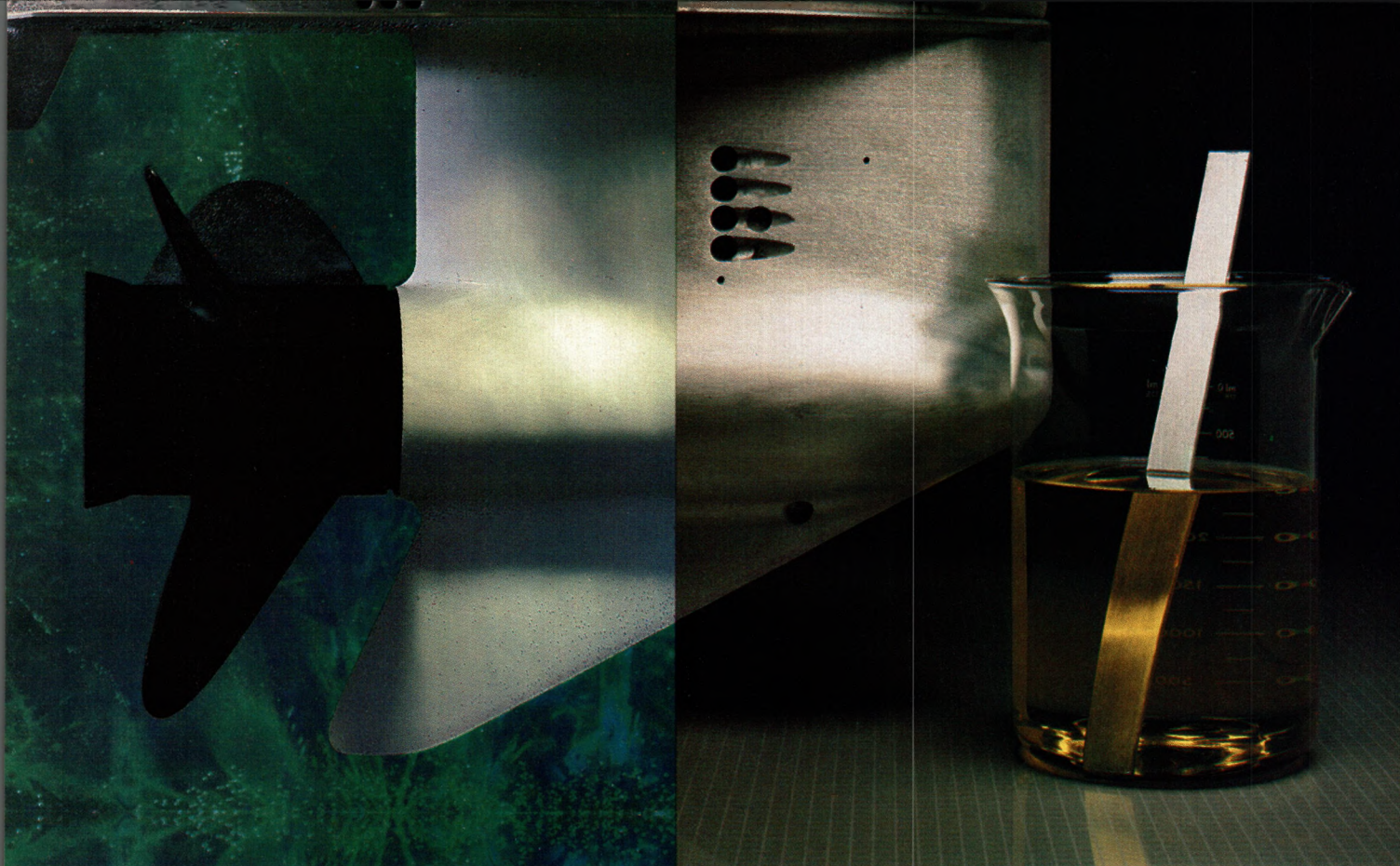
can be attached. For streamlining, you can carry your gauge console slipped in behind this pocket.

The PDS comes with a combination power inflator/pull dump attached to the left shoulder. A quick release low pressure hose is included. An overpressure relief valve is on the right shoulder.

Built-in "extras" include padded shoulders for comfort, a Velcro closing hose guide on the left shoulder and even a whistle tied to the inflator mechanism.

The PDS comes with a plastic backpack. A rubber cradle screws onto it to stabilize the scuba tank. The collapsible nylon webbing tank band facilitates packing the BC in a gear bag. It is adjusted by means of a plastic, fold-over buckle and Velcro, and is available in two sizes to fit either a 6.9 or 7.25 inch diameter tank.

The PDS jacket comes in bright, attractive red/yellow or blue/yellow (both have yellow piping). It comes with a limited lifetime, original owner warranty and suggested retail is \$330—add \$21 for the optional CO₂ mechanism and cartridge. Snap yourself into one at your Cressi-sub dealer. 



Precious Metal

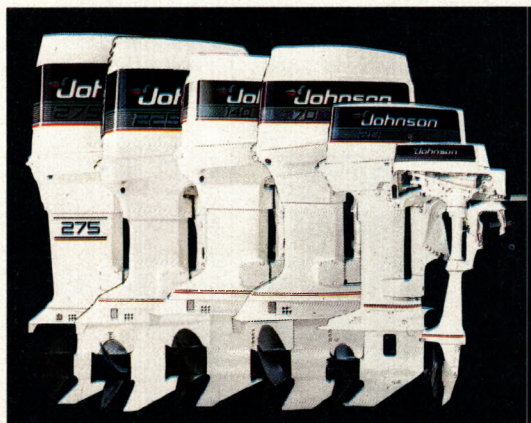
Exclusive Deep Guard™ alloy gives you corrosion protection nobody else can match.

There's no big secret about how Johnson® outboards give you superior corrosion protection. It all starts down deep with a costly aluminum alloy.

Johnson's exclusive Deep Guard™ low-copper marine aluminum formula has the properties metallurgists find best resist galvanic corrosion.

But even that isn't good enough for Johnson. We treat castings with a chromate that further increases the metal's corrosion defense in our famous Lyfanite® process, another advantage.

Only then is the metal ready for



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its protective coats of primer and paint. And here Johnson stands out again with aerospace-type epoxy primer and a top coat of durable acrylic enamel.

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PADI Photo Search/Competition Grand Prize Winner/Title: Paul's Anchor/Photographer: Dennis Deppe, St. Louis, MO/Submitted by: Inner World Diving Center, Manchester, MO

The winners of the Seventh Annual PADI Underwater Photography Search/Competition have been chosen. Entries from all over the world, including Australia, Canada, Japan, Norway and the United States created the most competitive and successful photo contest ever. Regional and grand prize winners were chosen in judging based on technique, competition and lighting.

Designed to provide non-professional underwater photographers with the chance to win valuable prizes and publication opportunities, the Eighth Annual Search/Competition is now underway. Contestants must enter one of the many local contests between August 1 and October 31 at participating PADI Training Facilities. Winning local slides are then submitted to PADI Headquarters for entry in the International Contest for regional judging. Regional winners compete for the grand prize, including a Nikonos V System (compliments of Nikon, Inc.) and a deluxe, one week diving vacation for two in St. Lucia, West Indies (compliments of Anse Chastanet Scuba Centre). Custom prints from Scuba Chrome will be presented to all regional winners.

For complete information on this year's contest, along with a list of participating PADI Training Facilities, contact PADI Photo Search 1986, 1243 East Warner Avenue, Santa Ana, California, 92705; (714) 540-PADI.

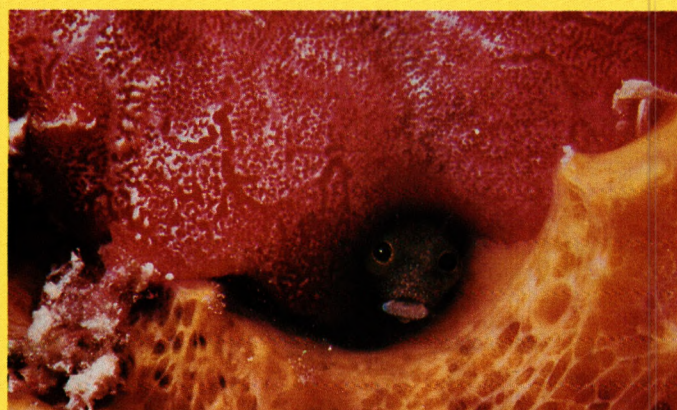
PADI PHOTO SEARCH

Here are the winners!

BY JEFF MONDLE



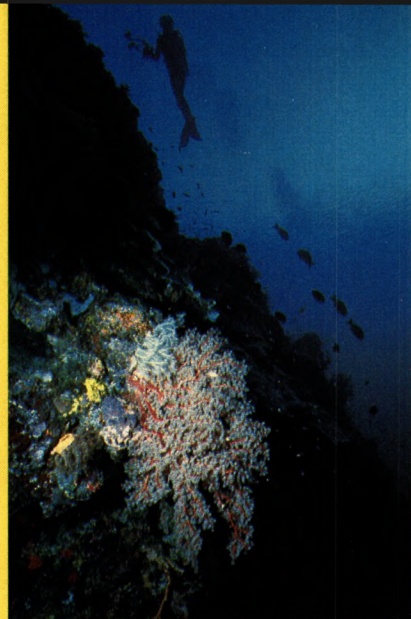
Up Close and Personal/Photo: Norma Carey, Erie, PA/Submitted by: Mid-Atlantic Scuba Center, Ambler, PA



Monday Again?/Photo: Mike Mesgleski, Elizabeth, NJ/Submitted by: Dosil's Sport Center, East Keansburg, NJ



**Title: Freedom in Color/Photographer: Tom Bird, Huntington Beach, CA/
Photograph submitted by: Openwater Habitat, Orange, California**



**Photo title: Cruisin'/Photographer: James A. Peterson, Mt. Morris, MI/
Photo submitted by: Recreational Diving Systems, Royal Oak, MI**



Lionfish/Photographer: Keith Riches, Miri, Sarawak, East Malaysia/Submitted by: Borneo Divers & Sea Sports, Kota Kinabalu, Sabah, East Malaysia



Four Eyes/Dan Wagner, Indialantic, FL/Submitted by: Dive Center of Sebastian Inlet, Sebastian, Florida

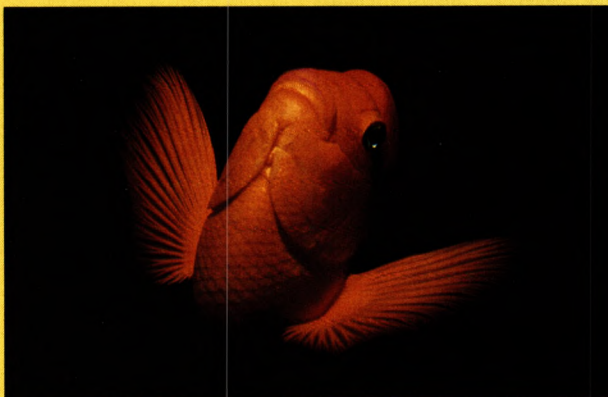
Photo title: Shrimp and Anemone/Photographer: Bill Stein, Aitkin, MN/Photo submitted by: Central Minnesota Divers, St. Cloud, MN

Radiant Return/Photo: Eugene T. Rowe, Highland Springs, VA/Submitted by: The Dive Shop, Richmond, VA

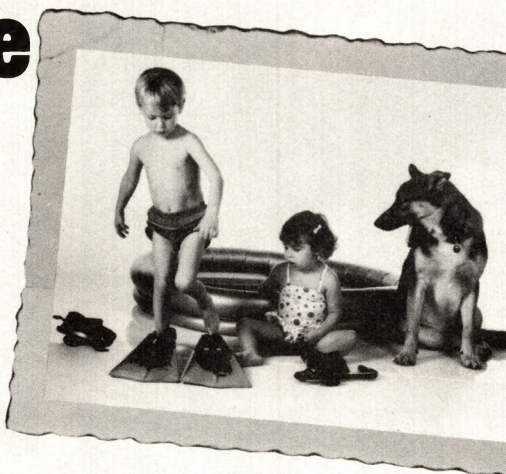


Lionfish Watching/Photographer: J.W. Mowbray, Brownsville, TX/Submitted by: The Dive Site, Tulsa, OK

Brief Encounter/Photographer: Dean Davis, Boise, ID/Submitted by: The Scuba Diving Company, Boise, ID



Ever Since You Were a Kid You've Wanted to Try It



Ever since you were a kid, you probably wanted to try scuba diving. Now you need only invest a few minutes to find out firsthand what diving is like. That's because our Discover Scuba experience can have you under water, breathing air, in no time at all — all in the safe and warm confines of a swimming pool.

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To find out where you can start, just look in the Yellow Pages under *Skin* or *Scuba Diving* for a local PADI Training Facility. For a complete list of Training Facilities world wide, circle our number on this issue's reader service card or write PADI, 1243 East Warner Avenue, Santa Ana, CA 92705.



JOINER HONORED

Jim Joiner, president of the College of Oceaneering, Los Angeles Harbor, was recently honored by the Association of Diving Contractors with the John Galletti Award. This was the highlight of the recent ADC conference held in Houston.

Joiner was selected for his expertise and contributions to the development of training standards for diver safety education. For 15 years, he has served as the executive director of the College of Oceaneering, formerly the Commercial Diving Center. In the past, Joiner has served as the founding president of the Association of Commercial Diving Educators, chairman of the ADC Education Committee, chairman of the Undersea Medical Society's Diver Education Committee and president of the National Association of Diver Medical Technicians.

The College of Oceaneering offers basic and advanced commercial diver training classes, rigging, nondestructive testing, diver medic and related instruction to both foreign and domestic military and civilian personnel.

UNIQUE SPORTS

Unique Sports has opened a branch operation at Jupiter Marine in Jupiter, Florida. This is a full service operation with equipment sales, rentals, service and repair, air fills and a variety of certification courses.

Dive charters are available on the 40 foot *Scalawag II*, berthed only 100 feet from the shop. These include half and full day trips to local sites as well as live-aboard cruises to the Bahamas. The vessel is capable of handling 24 divers, but groups are limited to 16 (plus two dive-masters) for comfort.

For information contact: Unique Sports at Jupiter Marine, 1095 A-1-A, Jupiter, Florida 33477; (305) 747-8779.

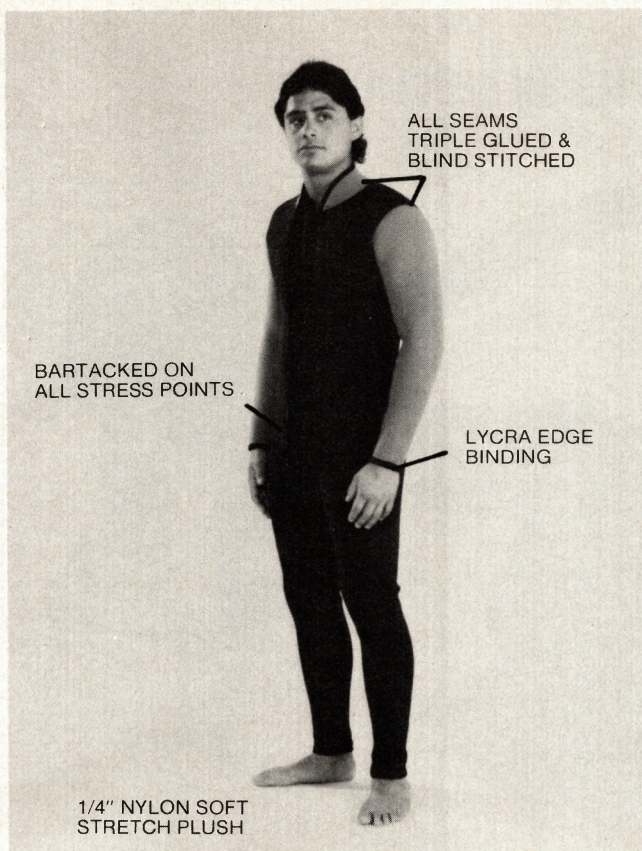
PALMETTO SCUBA

Palmetto Scuba of South Carolina has moved to a new, larger, more modern store at 220 Triangle Square, Hilton Head Island, South Carolina. The 1,700 square foot retail facility utilizes the most modern methods of displaying goods, with lighted cases/cabinets.

The store is a PADI 5 Star Training Facility, hosting a full service equipment repair department, full rental equipment department, classroom, retail department and corporate office. There is ample parking for students. Twenty different courses are offered, including Artifact Hunting and Collecting. The store's 32 foot custom built dive boat offers charters to wrecks and ledges.

Palmetto Scuba of Port Paradise in Crystal River, Florida is a sister operation.

For more information about Palmetto Scuba call (803) 681-3483.



1/4" nylon plush soft stretch Farmer John and Beavertail Jacket

~~\$199.95~~ \$149.95

Full Lycra action body suit with or without zipper

~~\$59.95~~ \$39.95

Introducing ZETA 2000 Diving Line
Limit 3 items per customer, no dealers please

If you have hesitated in buying a high quality wet suit because of their \$300 \$400 price range, here's your chance to get a top quality 1/4" soft stretch plush wetsuit with **Beaver Jacket and Farmer John** for only \$149.95. We guarantee you'll love it or your money back.

Also, if you've wanted the latest in Lycra body suits you can **save \$20 to \$50 by ordering yours from us for only \$39.95.**

Why such a good price?

Because we manufacture and sell direct to you. If you are a runner, a cyclist, a licensed downhill or a G.S. skier, you probably know the quality, durability and value of our **ZETA 2000** products. And if you're in a high school or college team you've already saved tons of money buying the **ZETA 200** products from **Sports Europa**. If you are not any of the above, yet, here's your chance to **save and get top quality diving wear, with guaranteed satisfaction or your money back.**

The 1/4" Nylon plush wet suit

This is the real thing Nylon plush. It's soft and stretchy; all seams are triple glued and blind stitched. Has Lycra edge binding and all stress points are bartacked (reinforced seams). If you don't know in detail exactly what this means; it means that this is really a top quality suit. We promise you a great fit in your Farmer John & Beavertail Jacket.

The Lycra action body suit

Used under your wet suit or by itself in warmer water, these suits provide a warm protection from coral cuts, jelly fish stings, abrasion and sunburn. Also, they make you look great while providing full freedom of movement.

Unlike most others, the **ZETA 2000** action body suits are made with Dupont 4 way stretch Lycra, and we have the only model with full front zipper. Hurry, now's your chance!

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Cross Chest Model:

color: black with red, yellow or blue

stripe.

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Wetsuits: call for colors and size

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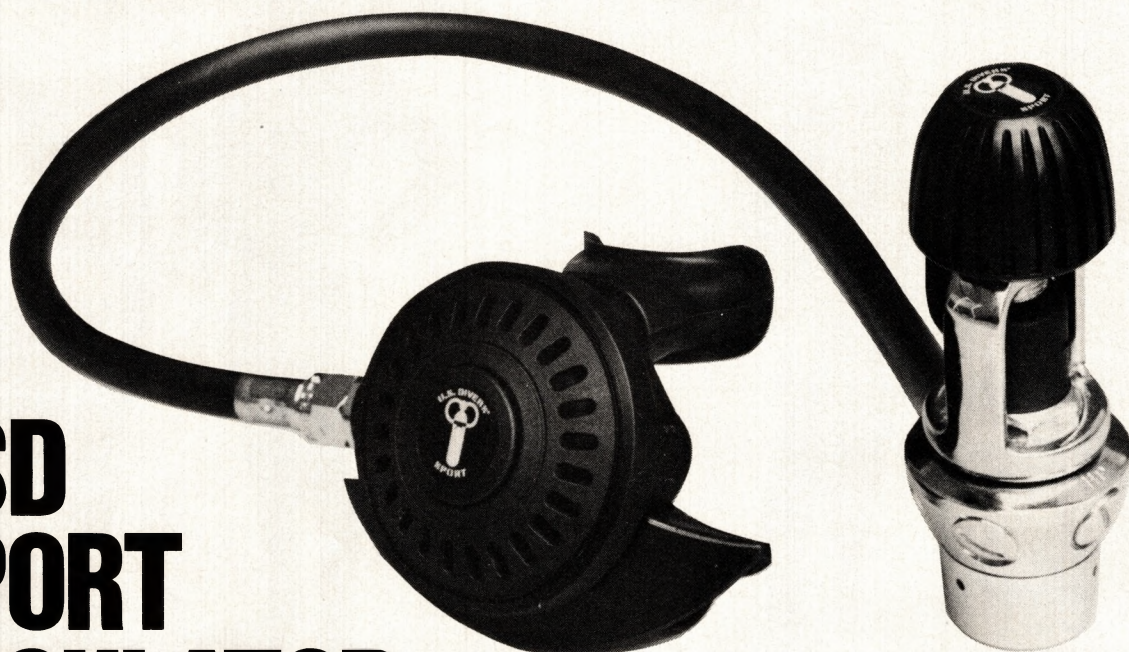
Sport Europa

4557 S.W. 71st Ave.
Miami, FL 33155

SDM SPECIAL SERIES ON REGULATORS

USD SPORT REGULATOR

TEXT AND PHOTOGRAPHY BY ERIC HANAUER



When US Divers redesigned its regulators a few years ago, the low-priced Aquarius was one of the casualties. Dropping that model left the company without an entry in the economy field. That position has now been filled with the introduction of the Sport, a French regulator new to this country.

International travelers will notice a marked resemblance to the Spirotechnique Club XL and that is no coincidence. Spirotechnique is a sister company of US Divers. Both are owned by the French conglomerate, Air Liquide. And, although some crossbreeding is inevitable, each company does its own engineering and design work. The American influence is felt much more in Europe than the other way around.

Essentially, the Sport is a Club XL with a different cover. And, that's not bad, because it is a solid performer with a good track record in Europe and throughout the diving world. When used within its limits, this regulator can provide years of steady service to the average sport diver.

The Sport differs in some significant aspects from current US Divers designs and conforms in several others. The major differences are in the first stage; the major similarities in the second.

Although the first stage bears a superficial resemblance to that of the Royal, it is quite different inside. The current generation of US Divers regulators is firmly committed to the balanced diaphragm principle. Yet, the first stage of the Sport, like that of the old Aquarius, is an unbalanced piston. The advantage of this setup is there is only one moving part, the piston. Its major limitation is higher breathing effort when tank pressure is low, especially at depths greater than 60 feet.

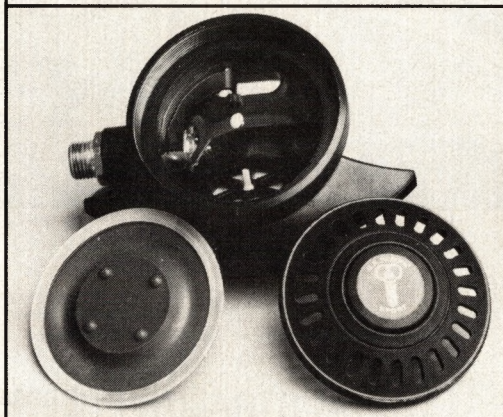
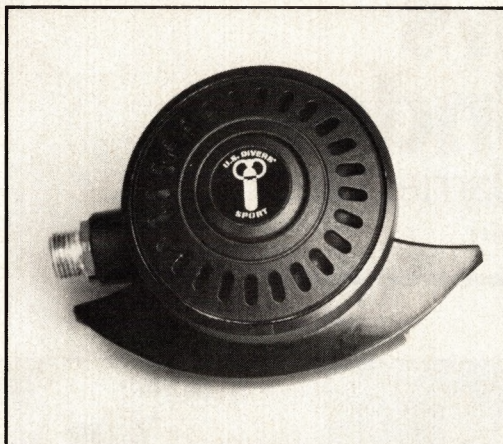
Four low pressure ports are arranged around the circumference of the first stage, along with one high pressure port. Like US Divers' top-of-the-line Royal first stage, the ports are angled to minimize hose bend when in use. Unlike the Royal, the fittings are standard three-eighths inch thread and the hose is of standard diameter. The port plugs have large screw slots and can be removed with a coin or a large screwdriver. A diver is more likely to have one of these on hand than an Allen wrench, which is required to remove the port plugs on the Sport's sister regulators.

Intermediate pressure of 130 psi is easily set by turning a screw that changes the tension of the piston spring. This operation should be performed only by

authorized repair personnel.

US Divers' innovative hose protector is an extra cost option worth considering. Most hose protectors trap water, which eventually corrodes the metal fittings and weakens the rubber. This one has internal ridges and drain slots that allow the hose to dry between dives. Although it is designed for wide diameter hoses, it will fit the sport's narrower hose. In use, the natural curve of the hose keeps the protector in place.

The second stage housing and cover are the same lightweight Noryl® plastic used in the upscale Conshelf and Royal series. This material is corrosion proof and extremely resistant to scratches, bumps and dings. Inside, the second stage is quite similar to the Conshelf, with a venturi assisted, downstream lever action valve. A small port in the brass demand valve body allows air to spill behind the diaphragm and equalize pressure inside, eliminating air-wasting freeflow. The diaphragm and exhaust valve are silicone; only the mouthpiece is rubber. At first I thought they had forgotten the tie wrap that holds the mouthpiece on. But US Divers' service manager, Brian Miller, assured me it isn't needed on the Sport. A ridge on the mouthpiece fits into a



The Sport regulator has one high pressure port and four low pressure ports arranged around the circumference of the first stage (above). The second stage (left) has a housing and cover of Noryl plastic. The diaphragm and exhaust valve are silicone rubber.

and even diaphragms.

We tested the US Divers Sport while diving the wreck of a World War I destroyer, *Moody*, off San Pedro, California. This allowed an opportunity to check its performance beyond the optimum depth for which it was designed. Afterward, we tested its shallow water performance at another dive site.

The Sport proved to be a calm, steady performer with no annoying idiosyncracies. It has a one piece, molded rubber dustcap with an integral retaining ring. The ring is attached to the yoke screw, where it sometimes tends to bind. You might want to attach the ring to the regulator hose or replace the dustcap with a conventional one.

This is an excellent regulator for the beginning diver, because there are no surprises. It breathes dry in all positions, with no water leaks. When removed from the mouth with the mouthpiece facing upward, it freeflows gently; but the flow stops by itself within three to five seconds. Clearing water from the second stage requires just a small puff of air or a short blast of the purge button. No significant breathing restrictions were felt in any position, except when I was on my back, looking up. A slight difference in breathing effort is noticeable between the normal prone swimming position and the upright position.

Only when compared to a high performance regulator costing nearly twice as much did the Sport's airflow seem diminished. The difference was most evident when sipping air and when breathing heavily at depth. I didn't take the tank below 800 psi at depth because the major limitation of an unbalanced first stage becomes evident when deep water and low tank pressures are combined. In that case, breathing effort increases significantly. This can sometimes be an advantage, because if you forget to monitor your submersible pressure gauge, the restrictive breathing warns that it's time to head back up.

The only Spirotechnique product offered by US Divers, the Sport is aimed at the beginning or casual diver. Relying heavily on American design concepts, it has a familiar look and feel with which our divers can be comfortable. The optimum performance range of the Sport is from 30 to 60 feet, which is the depth range of the majority of sport dives. It will do the job deeper, but the diver should ascend before tank pressure drops below 500 psi. At a suggested retail price of \$175, it is an economical entry level regulator with the added advantage of the Cousteau Guarantee. For further information, contact US Divers, P.O. Box 25018, Santa Ana, CA 92799-5018. 

groove in the second stage housing. The assembly is placed in hot water to soften the rubber when removal or replacement is necessary.

Service is no problem under the terms of US Divers' Cousteau Guarantee. Intro-

duced last year, this lifetime warranty covers all regulators, buoyancy compensators, tanks and valves in the 1986 product line. All manufacturing defects and all replacement parts are covered for the lifetime of the original purchaser. This is how it works: When you purchase your Sport (or other US Divers regulator) from an authorized dealer, you must return the registration and the sales receipt within 15 days of purchase. In return, you will receive a plastic warranty card. Every year (plus or minus 30 days), the regulator must be returned to an authorized dealer for service, along with the warranty card, personal identification and a sales receipt or copy of the last warranty service form. The dealer will inspect the regulator, adjust it and perform all necessary service. You pay only the labor costs; the parts are free.

All instructional agencies agree that regulators should be serviced annually for safe, optimum performance. Yet many divers neglect this important step. The Cousteau Guarantee rewards the diver with safety at minimal cost, as the company pays for all parts as long as you own the regulator. This includes such things as O-rings, mouthpieces, poppets

US DIVERS SPORT

First stage:

Type.....Unbalanced piston
Maximum pressure.....3,000 psi
Materials...Chrome plated brass body
Teflon seat
Low pressure ports....Four, 3/8" thread
High pressure port.....One, 1/4" thread
Intermediate pressure.....130 psi
Hose length.....25"

Second stage:

Type.....Downstream, lever action/
Venturi assist
Materials.....Case and cover:
Noryl plastic
Diaphragm and exhaust valve: silicone
Mouthpiece: neoprene
Valve seat: silicone

Options available.....Hose protector
Warranty.....Limited lifetime,
including parts
Price.....\$175

Diving News

From Down Under

Cairns • Growing Gateway To The Barrier Reef

TEXT AND PHOTOGRAPHY BY GERI MURPHY

The Queensland Coast is regarded as the heart of Australia's resort diving and Cairns has become the new "divers capital." Once a sleepy little seaside resort community, Cairns is now the international crossroads and major jumping off point for dive boats going to the Great Barrier Reef and Northern Coral Sea. Famous live-aboard dive boats such as the *Reef Explorer*, *Auriga Bay* and *Scheherazade* make Cairns their home base.

The transformation of Cairns is the result of two specific events—the completion of Cairns' multi-million dollar international airport terminal and the beginning of Qantas flights direct from the U.S. to Cairns. Divers from North America can now fly to the heart of the Great Barrier Reef in less time and for less expense. The savings is considerable and divers shave a full day off their air travel time.

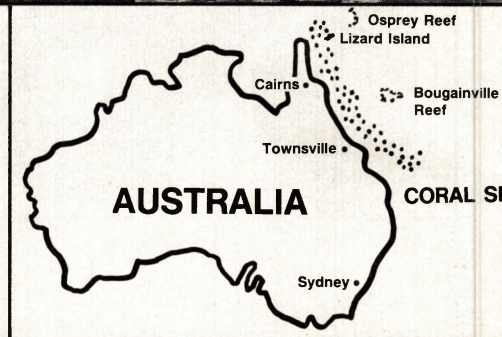
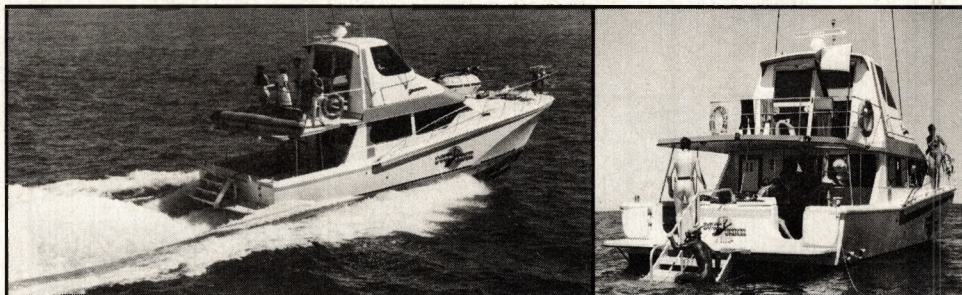
Qantas now operates a direct nonstop flight from Honolulu to Cairns twice weekly—Friday and Sunday. Departure of the Honolulu/Cairns flight connects with incoming flights from Los Angeles, San Francisco and Vancouver. These trans-pacific flights depart North American gateway cities at approximately 9:00 pm and arrive in Cairns at 7:00 am. In addition, Qantas operates daily flights to Sydney with connecting flights to Cairns aboard either TAA or Ansett Airlines.

Cairns is also a gateway for divers traveling to other dive areas in Queensland. For example, there are daily flights from Cairns to Lizard Island aboard Air Queensland. Southward bound divers can catch Ansett and Air Queensland flights to Townsville, the Whitsunday Islands, Gladstone and Heron Island.

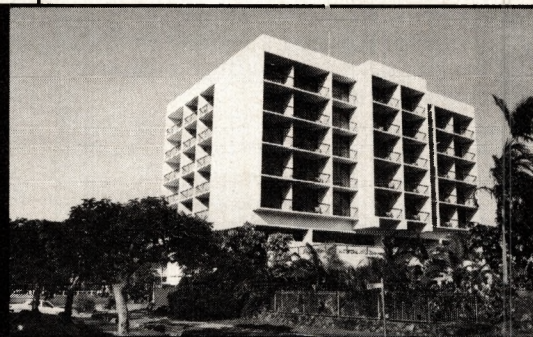
Along with the new international airport, Cairns has experienced a tremendous boom in hotel accommodations and tourist services. High rise hotels have sprouted like mushrooms. A good example is the Premier Inns' Tuna Towers.

Right on the oceanfront Esplanade, this seven story hotel contains 60 air-conditioned rooms, a freshwater swimming pool and dining room that is open from 6:30 am to 10:00 pm. The hotel offers a scenic view of the harbor and is only three blocks from the center of the city.

For divers who are just passing



Top: The 41 foot power/catamaran *Down Under* cruises at 22 knots. She has a custom dive platform and stairway. Above: Qantas now operates direct nonstop flights from Honolulu to Cairns on Fridays and Sundays. Qantas also operates daily flights to Sydney with connecting flights to Cairns aboard either TAA or Ansett Airlines. Right: Premier Inns' Tuna Towers hotel in Cairns.



through Cairns or have an extra day or two between connections, *Reef Explorer* Cruises offers a very fine full day dive trip to the Great Barrier Reef.

The day trips are conducted aboard the *Down Under*, a custom built 41 foot power/catamaran. This high speed fiberglass craft is powered by twin 320 hp V8 Cummings diesels and cruises at 22 knots. It is equipped with a 15 cfm compressor and 33 aluminum tanks and can carry up to 18 divers.

Owned and operated by Don and Jennifer Cowie, the *Down Under* is one of the best managed dive boats in the Cairns area. Staffed with a crew of three, the vessel offers a two tank dive trip at two

different reef sites, plus a sumptuous smorgasbord lunch onboard. Captain Cowie has designed a spacious stern dive platform with a wide aluminum staircase and handrail for easy water entries.

The vessel visits a number of different reef sites within a 50 mile radius of Cairns. Captain Cowie's favorite sites include Moore, Flynn and Milln Reefs.

For more information about Cairns flights and reservations on the *Down Under*, contact: Dive In Australia, 50 Francisco St., Suite #205, San Francisco, CA 94133 or telephone (415) 771-0077. If you are in Australia, you can book the *Down Under* by calling David Smith, *Reef Explorer* Cruises, (070) 51-6360.

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The Marine Pack is designed by Sony just for the Handycam. So the Handycam is secure, safe and still incredibly easy to use. Just point, push a button, and record up to one hour and 20 minutes of adventure on a single battery charge.

The Marine Pack features a top-mounted viewfinder for easy shot alignment. And to capture the big pictures there's a detachable wide-angle conversion lens. When you need additional light, the pack features one video light with a burn time of 30 minutes, and has an accessory shoe for a second light.

Because of Sony innovation, the Handycam Marine Pack could be the best thing to happen to diving since SCUBA. Find out about buying or renting one from your dive shop or photo dealer today. But don't wait too long—schools in session.

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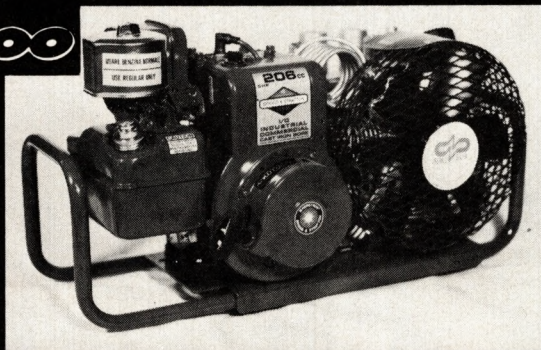
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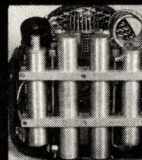
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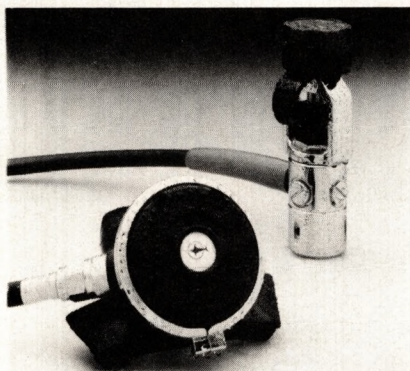
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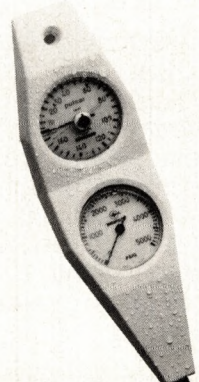
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800 FOOT WEDDING

Recently, Republic Airlines flight attendant Cozy Ballesteros and Courtney Platt, a scuba instructor and underwater photographer, were married aboard a Research Submersibles Limited submarine. The wedding occurred at a depth of 800 feet off Grand Cayman. Two subs



were used. One held the bride and groom and the preacher (also the bride's father); the other held relatives of the groom. The wedding ceremony was transmitted to friends and relatives on the surface via underwater telephone.

For more information contact Research Submersibles Limited, Box 1719, Grand Cayman, British West Indies, (809) 949-8296.

TRIDENT DIVING EQUIPMENT

Panaje, Inc., manufacturer of men's sportswear, has formed a new division: Trident Diving Equipment. Trident offers a full line of diving equipment and accessories including wetsuits, hoods, gloves, booties, gear bags, dive sportswear, polespears and specialty items.

For dealer inquiries contact Gil Nafts, National Sales Manager, Trident Diving Equipment, 20841 Prairie Street, Chatsworth, CA 91311; or call (818) 998-7518.

DRAKE'S BAY GALLEON

Treasure hunter Robert Marx is searching for a sunken Spanish galleon, the *San Agustine*, believed to be sunk in Drake's Bay, Point Reyes, California. The vessel, California's earliest known wreck, was pushed onto a sandbar during a storm in 1595. It broke apart and sank and is now believed buried under 20-30 feet of water and 20 feet of sand.

Marx believes the ship could hold priceless Ming Dynasty porcelain, precious metal and gemstones, but his main reason for seeking it is to use it as a model for a ship he intends to build and sail across the Pacific. He is seeking a permit from the National Park Service to excavate the site.

Technifacts

BY E.R. CROSS



The basic purpose of this column is to stimulate an interest in the technical aspects of both sport and commercial diving and in dive safety. It is devoted in part to questions from SKIN DIVER readers. The answers are designed to apply to the majority of situations, problems and equipment encountered today.

Part of this month's column will provide followup information on the contents of previously published Technifacts. Some reports, such as information about diver-medics, cover items of interest encountered while researching other subjects.

DMTS, PAST AND PRESENT

Military diving, particularly that done in the U.S. Navy, has long recognized the need for medical personnel with adequate supplementary training in physiology, hyperbaric medicine and accidents

peculiar to underwater work. To meet this need the Navy trained physically qualified volunteer hospital corpsmen, with either HM-1 or HM-2 ratings, in the many aspects of diving and diving medicine. Graduates of this special training were assigned to fleet vessels such as rescue and salvage (ARs), submarine salvage (ASRs), destroyer tenders (ADs), submarine tenders (ASs), repair ships (ARs) and shore bases where there was extensive diving. These medical specialists are classified as medical deepsea divers and perform very important functions in the planning and execution of U/W work and in the care and health of divers assigned to the vessels or bases.

The civilian counterparts of the Navy medical deepsea divers are the emergency diver medics. The diving industry's approach to qualified medical techni-

cians is the opposite of the Navy's. Instead of taking trained medical personnel and then qualifying them as divers, the civilian counterparts are divers who are trained as medics. They, too, play an increasingly important role in safe commercial diving practices and are now recognized and accepted as the specialists they are. This did not come easy. Jim Joiner, president of the College of Oceaneering, first started talking about training commercial divers as medical technicians in 1971. He had, at that time, just assumed the job of manager of the Commercial Diving Center, now called College of Oceaneering. He felt the diver medical training level had to be at least equal to that given the EMT-1 (Emergency Medical Technician-1) and that a lot of additional training would be required for

(Continued on Page 56)

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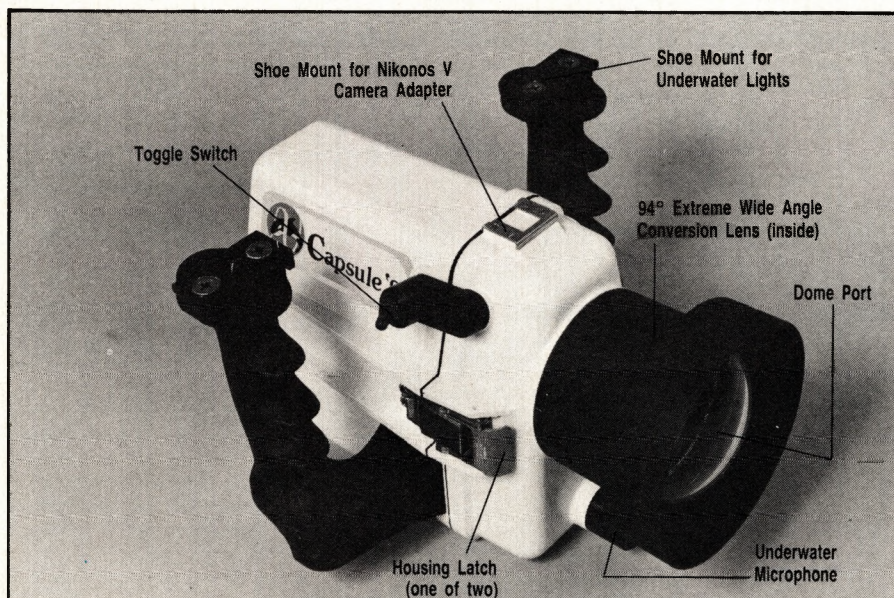
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Capsule 8

World's Smallest Underwater Video System



Aqua Vision Systems of Canada has simplified underwater video with the introduction of the Capsule 8 system. Top: The Sony Handycam 8mm video camcorder and Capsule 8 aluminum underwater housing. Above: The Capsule 8 features an ultra wide angle lens, U/W microphone, shoe mount for a Nikonos camera adapter and two shoe mounts for underwater lights. One toggle operates all controls U/W including record/stop and stand-by. White balance and focus are preset.

TEXT AND PHOTOGRAPHY BY GERI MURPHY

Aqua Vision Systems of Canada has just introduced the smallest underwater video system in the world. Incredibly compact, sturdy and easy to operate, this attractively priced system makes video-taping a snap for divers. The Capsule 8 is to video what the Nikonos is to 35mm still photography U/W. And, if you have thought about getting into video, this may be your chance to start.

HANDYCAM 8MM CAMCORDER

The Capsule 8 is based on the new Sony Handycam video system. Designed as a no frills camera, the Handycam is a basic point-and-shoot unit that greatly simplifies the electronic complexities of video photography. Controls are reduced to an absolute minimum. There are no umbilical cables, power packs or accessory clutter. One camera does it all.

While it may not offer all the bells and whistles of more sophisticated models, the Handycam has proven to be ideally suited for U/W application. It requires the minimum of external controls (one toggle switch). The topside handgrip and battery module disconnect easily, which allows the camera to be inserted into a housing. The battery provides 80 minutes running time, longer than most dives.

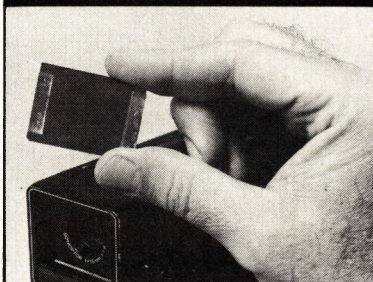
Sony's Handycam design is the spear-point of a revolution in video camera technology. It is based on a new size tape called 8mm. This is approximately half the width of half inch Beta or VHS. This miniature tape is packaged in a tiny cassette smaller than an audio cassette in every dimension except thickness. The 8mm cassettes are featherlight and play for up to two hours. Wait, there is more good news. The 8mm video tape format—tape size and processes—has been standardized by all major Japanese and U.S. video manufacturers: More than 130 companies have adopted it.

With a video tape cassette one-quarter the size of the old format, Sony was able to design a miniaturized video camera, measuring $4\frac{1}{4} \times 4\frac{1}{4} \times 8\frac{1}{2}$ inches. It fits in the palm of your hand and weighs only three pounds (including battery). It can be operated easily by anyone.

The Handycam is a true camcorder, which means the video tape recorder and camera are in a single unit. The whole system is powered by a six volt nickel cadmium battery that can be charged in one hour.

Basically there are only two controls you need to be concerned about—focus and white balance. Both are preset for underwater use. The focus is set for near focus to match with the extreme wide angle conversion lens inside the housing.

Below: An UR-PRO underwater color correction filter for the Sony Handycam is available from Aqua Vision Systems.



The white balance is set for daylight.

Another neat feature of the Handycam is that it will record sharp images and detail under most normal lighting conditions—outdoors or indoors. There is really no need for movie lights. Standard indoor lighting—from lamps, fluorescent ceiling lights or windows—is fine. The camera's sensitivity to low light situations works wonders underwater. You can shoot with available light to depths of 50 feet (Caribbean) and obtain sharp, colorful images! The design is uncanny. It seems almost as though Sony made the unit specifically for divers.

One of the smartest moves made by Sony is to package an 8mm video tape playback unit along with the camcorder. That's right, you get the VCR along with the camera. It is the smallest VCR you have ever seen, measuring 3 x 7 x 7 inches, and weighing a mere two and one-half pounds. This tiny 8mm VCR unit

dy and durable. As with the Aquatica 3, it is a precision cast marine grade aluminum that has been anodized and externally coated with a marine epoxy. Every housing is tested to an operating depth of 250 feet.

The aluminum shell is in two parts, held together by two stainless steel spring latches and sealed by an O-ring. The housing (with camera) weighs nine pounds out of the water and four ounces in seawater. There is no need for extra weights to trim buoyancy.

Second, the Handycam lens becomes ultra wide angle when inserted in the housing. The front port of the Capsule 8 contains a built-in 5mm conversion lens. The field of lens coverage underwater is 94 degrees. Depth of field ranges from one inch to infinity, making a focus control totally unnecessary.

Another interesting feature is that the Capsule 8 is amphibious. It will operate both underwater and above, giving the same wide angle coverage and depth of field. You don't have to change a thing.

The Capsule 8 housing has a few more attractive features. There is a built-in underwater microphone that simultaneously records the sounds of bubbles and underwater noises. Above water it records voices, music and background sounds. The housing also has a moisture alarm in case of leakage. The side handle can be used for mounting lights if desired. A customized underwater color filter (UR-PRO) can be purchased as an accessory.

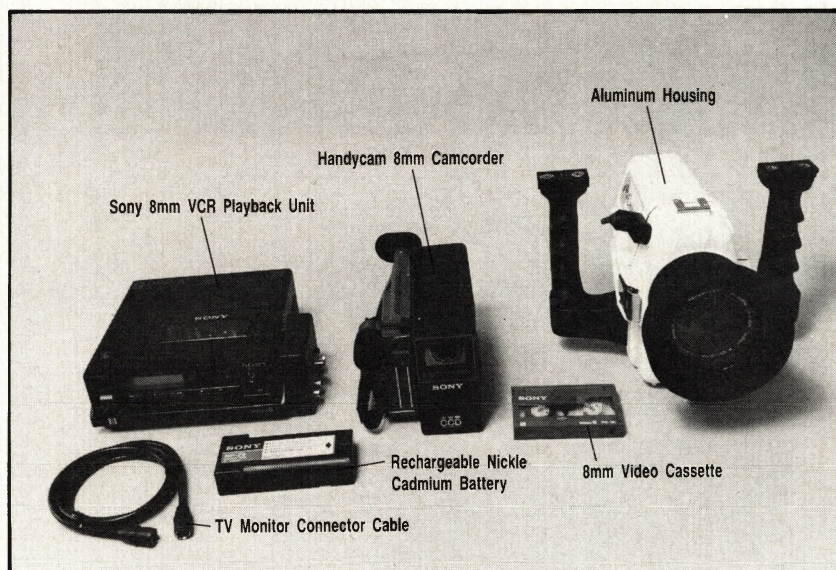
One of the most unusual accessories is a shoe bracket that allows you to mount a Nikonos V on top of the Capsule 8. This is for photo buffs who want to shoot both stills and video on the same dive.

Best of all, the Capsule 8 system is small enough to pack into a Pelican Case. You can slip it under your airline seat. The case contains the camera, housing and VCR playback unit, plus all the necessary cables and accessories. There is even room for three or four video tape cassettes.

TESTING

We took the Capsule 8 to Grand Cayman for testing. It qualified easily for carry-on baggage and even fit into the overhead compartment. In Cayman we shot several hours of video tape on the beach, indoors, on the boat and underwater. It worked fine under all these conditions and I was sincerely impressed by the quality of the image.

Our underwater testing took place on the *Oro Verde* wreck in 50 feet of water. The housing is incredibly easy to operate. It is well balanced and holds pretty steady because of its negative buoyancy. Also, you can set the unit on the bottom



Below: An 8mm video cassette (right) is much smaller than a cassette in one-half inch format. Either will play two hours. Mid-page: Capsule 8 system.



will hook up to a standard television set or another VCR such as a half inch Beta or VHS.

CAPSULE 8 HOUSING

Since the advent of the Handycam, at least one-half dozen manufacturers have introduced underwater housings, including Sony. These housings are available in a variety of shapes, sizes, colors and prices. However, there are several factors that distinguish the Capsule 8 from the rest.

First, the Capsule 8 is the only metal 8mm video housing. Aqua Vision manufactures all its camera housings from aluminum—it is the company's trademark. The best known model is the Aquatica 3, a highly professional housing for the Nikon F3 35mm motor drive camera.

This new housing is exceptionally stur-

when you need both hands to set up a prop. The unit won't float away. The Capsule 8 does not require a viewfinder because of its extreme wide angle lens. You simply sight along the top of the housing.

The Record Start/Stop switch is a toggle type that requires several triggering motions. You trigger once to activate the camera into stand-by mode; again to achieve running mode. It takes another triggering to return to stand-by. The camera shuts itself off after three minutes in this latter mode.

A viewport on the back of the housing allows you to view the different indicator lights for stand-by and running. There is a tendency to forget to check these lights and accidentally leave the camera in the running mode when not shooting. It takes a little practice to develop the discipline of double checking.

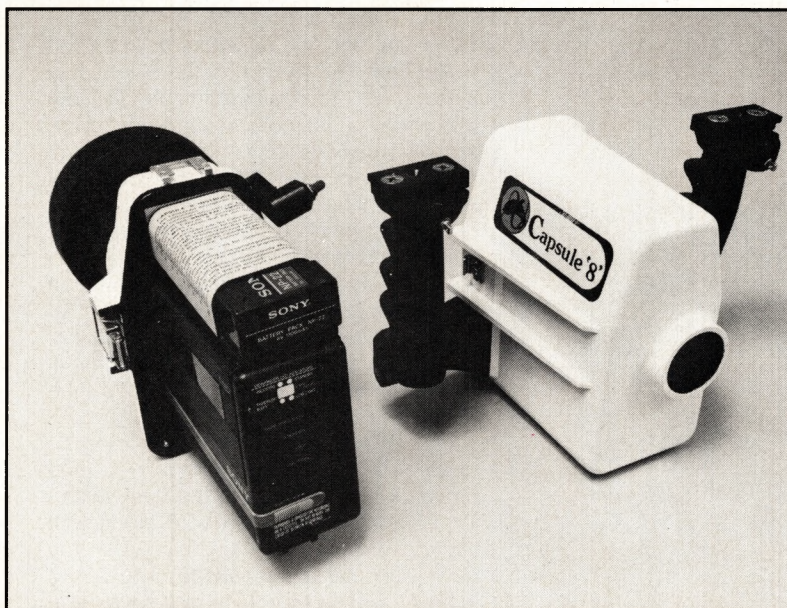
The underwater color filter is definitely recommended and will significantly restore colors to a depth of 50 feet. We were amazed at the reds and yellows that came through!

At the end of our test shooting we compared 8mm video tape footage to one-half inch VHS video tape shot on the same shipwreck. We honestly could not detect a difference in the image quality or color. The new 8mm video tapes are high quality, although expensive at \$15 per tape. But here is the bottom line: Sony has made successful, enjoyable video photography possible for the average person. And, Aqua Vision has made it convenient for underwater use.

The Capsule 8 underwater housing alone sells for \$769. The complete system, including housing, camera, VCR and Pelican Case sells for \$2,395. There is a whole list of accessories and extras you may wish to consider, including additional nickel cadmium batteries.

For more information contact Aqua Vision Systems Inc., 804 Deslauriers Street, Montreal, Quebec, Canada H4N 1X1 or telephone (514) 336-7051.

Right: The Handycam is hardly larger than the 8mm video cassette. The compactness and simplicity of the Handycam/Capsule 8 system makes underwater video photography possible for the average person. The Handycam will record sharp images and detail under most normal lighting conditions—outdoors or indoors. There is really no need for movie lights. You can shoot with available light to depths of 50 feet in clear, Caribbean water. By attaching a Nikonos V camera to the housing (using an adapter bracket) a diver can take still photos and video on the same dive.



The camcorder's topside handgrip and battery module disconnect easily, which allows the camera to be inserted into the housing. Above: Making excellent use of available space inside the Capsule 8 housing, the battery rides atop the Handycam. The total system weighs nine pounds. Below: The small 8mm video cassette and Sony's compact 8mm VCR.



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SIMPLICITY

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Combined with the improved disc film, these cameras are producing sharp, clear, colorful underwater photographs that rival results offered by some 35mm cameras.

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#5270 Includes Ansco 350 camera.

DISC-CASE PACKAGE

#5290 Includes Keystone 1050 camera.

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- **"Disc Underwater Photography"**, an easy to follow "how to" book covering disc underwater photography.

- **Disc Close-up Attachment** -- this new accessory allows the disc cameras to produce sharp, colorful close-up photographs of small marine life like those seen in underwater publications. Subjects can be photographed as close as 8 inches. The Close-up Attachment incorporates a glass lens, flash diffuser, and a wire framer.

- **Substrobe S** -- cameras with built-in flash tend to light up the suspended particles in the water, creating backscatter in photographs. The Substrobe S mounts externally, increasing distance between camera lens and light source, thus reducing backscatter.

- **Disc Travel Bag** -- a durable nylon bag with zipper closure and shoulder strap. Interior has die cut foam for added protection, with space for all the equipment listed above, plus extra space for film storage. Ideal for transporting or storage of equipment.

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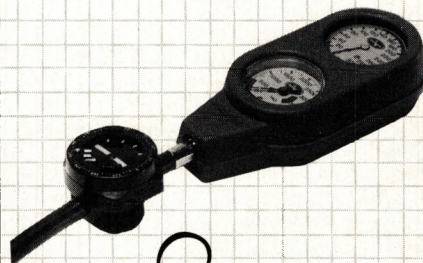


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TECHNIFACTS

(Continued from Page 51)

the safe management of accidents in the commercial field.

The first civilian diver-medical training program was started by Joiner in January 1975. Between then and January 1983, more than 150 diver-medics had become qualified. One problem remained: that of getting these divers recognized as emergency medical technicians comparable to land-based counterparts.

In October 1979 in Houston, Texas, Larry Cushman, president of The Ocean Corporation, started a diver-medical training program. Even though diver-medics were being trained by certified EMT instructors, national recognition could not be obtained. Cushman discontinued The Ocean Corporation program temporarily and started a full scale effort to obtain recognition of diver-medics and gain national certification. When these efforts failed, the National Association of Diver Medical Technicians (NADMT) was incorporated as a non-profit professional association in February 1981. The purpose of the association is to create and promulgate safe standards for diver medical technician (DMT) education; to grant nationally recognized certification to persons who meet such standards; and to provide educational services to DMT instructors, trainees and other interested organizations and individuals.

There are now five diver training organizations approved for qualifying diver-medics. They are:

1. The College of Oceaneering, 272 South Fries Avenue, Wilmington, CA 90744-6399.
2. Florida Institute of Technology, 1707 NE Indian River Dr., Jensen Beach, FL 33457.
3. Jo Ellen Smith Memorial Hospital, Hyperbaric Center, 4444 General Meyer Drive, New Orleans, LA 70144.
4. The Ocean Corporation, 5709 Glenmont, Houston, TX 77081.
5. The Professional Diving School of New York, 222 Fordham Street, City Island, NY 10464.

Since the certification of diver-medics was started, the services of these highly skilled technicians have been in demand in most areas of the world and particularly where offshore oil work is in progress. Graduates of any of the five training organizations are usually placed in diver-medical positions very soon after completing their training.

In 1979, Jim Joiner created the newsletter Triage to develop better communications within the commercial diving medical community and between diver-medics. This publication was taken over by Larry Cushman in 1984 and expanded into the official journal of the NADMT. Joiner, one of NADMT's directors, stated,

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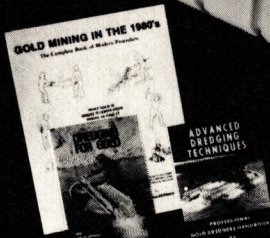
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TECHNIFACTS

"The word Triage denoted, in action terms, 'developing priority of need and proper placement of treatment' for emergency care of victims."

Triage is now edited by DMT instructor Dick Clarke and is published quarterly. It contains a great deal of useful information for commercial divers and DMTs. It also presents articles of interest to all advanced divers and to sport divers who feel they may want to become commercial divers or who may want to qualify for diver-medical work. Triage is mailed to all members, including associate members, of the National Association of Diver Medical Technicians. Divers, both sport and commercial, can become associate members by writing to the association at 5709 Glenmont, Houston, TX 77081. Associate membership dues are \$30 per year. Membership in this organization and the publication Triage provides an insight into many aspects of diving impossible to attain in any other way.

CLAM FOLLOWUP

I would like to thank H. Reed Sander-son, Range and Wildlife Habitat Labs, National Forest Service, La Grande, Oregon and Tom Thomas, wildlife biologist, National Forest Service, La Grande Ranger District, for their help in obtaining more information and identification of the bivalve shells illustrated in April's Technifacts. The larger bivalve illustrated on page 124 in that issue has been identified as *Gonidea angulata* (Lea). This is the only species of this genus found in the Pacific Coast drainage systems. The smaller shell illustrated, in the top photo, appears to be *Anodonta imbecilis*. The genus *Anodonta* is also restricted to Pacific Coast drainage systems.

The following is presented to clarify the brief statements regarding the reproductive process of the *Anodonta*. As stated, these bivalves start life as eggs. These are brooded between the gill lamellae of the adult where they develop through the veliger stage, or glochidium, as it is called in this family of shells. The glochidia are tiny, only .05 to .50mm in diameter. Some large bivalves may contain as many as three million glochidia, which leave the gills through the suprabranchial cavity and exhalant aperture. The freed larvae then sink to the bottom of the stream where they remain until they come in contact with a host fish.

The glochidia larvae are enclosed by two valves. In some genera these valves are smooth but in the *Anodonta* each edge of the valve bears a hook. Even at this early stage this mollusk has a mantle and a rudimentary foot to which is attached a long adhesive thread.

When a glochidia comes in contact with a host fish the tiny animal clamps on-

to the fins or other body parts. Glochidia without hooks are picked up by the fish's respiratory currents and become attached to the gills. The parasitic period of the glochidia lasts from 10-30 days. A single fish has been reported carrying as many as 3,000 glochidia.

Tiny cysts develop over the glochidia and, after the incubation period, burst open. The immature clams then emerge and drop to the bottom of the stream where they begin to mature.

NEW CATALOGUES

Diving Unlimited International, Inc., 1148 Delevan Drive, San Diego, CA 92102, publishes a catalogue called Your DUI Guide that contains all you ever wanted to know about keeping warm in the water but never got warm enough to ask. Write to DUI, send \$2 and request the DUI Diving Guide.

Another 1986 catalogue, this one listing all kinds of diving equipment, was published by M & E Marine Supply Company, Inc., P.O. Box 601, Camden, NJ 08101. The catalogue contains almost 140 pages of commercial and sport diving equipment, tools, chambers, fittings, repair material and general information about both sport and commercial diving. Send \$2 to the company for this divers' "wish book."

Next month Technifacts will go deep under the sea to study the latest in the development, use and success achieved with artificial reefs as fish aggregation devices. Find out about the good, the bad, the future and how you as a sport diver may be able to help evaluate these devices that, hopefully, will increase the harvest of sea products in a properly managed way.

DIVING MEDICINE

(Continued from Page 16)

overloaded and be unable to withstand the added work of exercise that comes with diving.

When there is an irregular heartbeat accompanying mitral prolapse, the problem with diving is not the prolapse, but the abnormal heartbeat (arrhythmia). With arrhythmias that cause the heart to pump inadequately, there will be a drop in blood pressure and the risk of fainting. If you have a heart arrhythmia and want to dive, you should have a careful evaluation by a physician who knows how to handle arrhythmias. Most can be treated with medication, and if treatment completely abolishes the abnormal heartbeat, diving could be considered.

It is essential that anyone with cardiac arrhythmias under treatment be tested to determine if there is any return of the arrhythmia during exercise. This can be done with an electrocardiogram test, or by having the subject carry a small tape recorder for a day, while exercise is performed.

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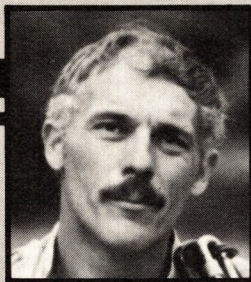
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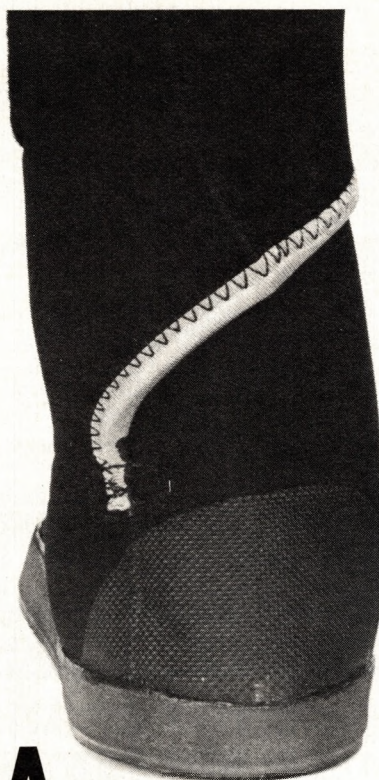
DIVE STORE	DATE
NEW YORK The Diving Center 26 Wolcott Road Levittown, N.Y. 11756 516-796-6560 <i>Jean Tideman</i>	Sept. 27, 28
CHICAGO Anchor International Inc. 315 W. Ogden Avenue Westmont, Illinois 60559 312-971-1060 <i>Bob Sheridan</i>	June 14, 15 August 23, 24
CONNECTICUT Orbit Marine Sports 3273 Fairfield Avenue Bridgeport, Conn. 06605 203-333-DIVE <i>Noel Voroba</i>	June 21, 22
MASSACHUSETTS MC Scuba 195 Pinster Street North Chelmsford, Mass. 01863 617-251-4895 <i>Bill O'Malley</i>	Sept. 12, 13, 14
PENNSYLVANIA Dudas' Diving Duds 101 Bartram's Lane West Chester, Pa. 19382 215-436-0176 <i>Evelyn Dudas</i>	June 28, 29
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A BETTER BOOTIE?

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TEXT AND PHOTOGRAPHY
BY BONNIE J. CARDONE

It seems nothing is sacred in the dive equipment world: Innovations abound. Not content with designs that have been around almost since diving began, manufacturers are changing and improving even those pieces of gear that seem beyond improvement.

Take the simple bootie, for instance. Yes, I admit, booties that have right and left feet fit better than those that will go on either. And, hard soles are a definite plus: Booties last much longer with them. The Seatec Deluxe Molded Sole Bootie with Velcro® Flap Closure is a long name for foot gear that has both of the features we've already talked about and a number of others worth mentioning.

The Seatec bootie has a vulcanized hard sole with a herringbone design to provide non slip footing on slippery decks or rocks. The heel and toe are reinforced with heat vulcanized urethane. The rest of the bootie is neoprene—either



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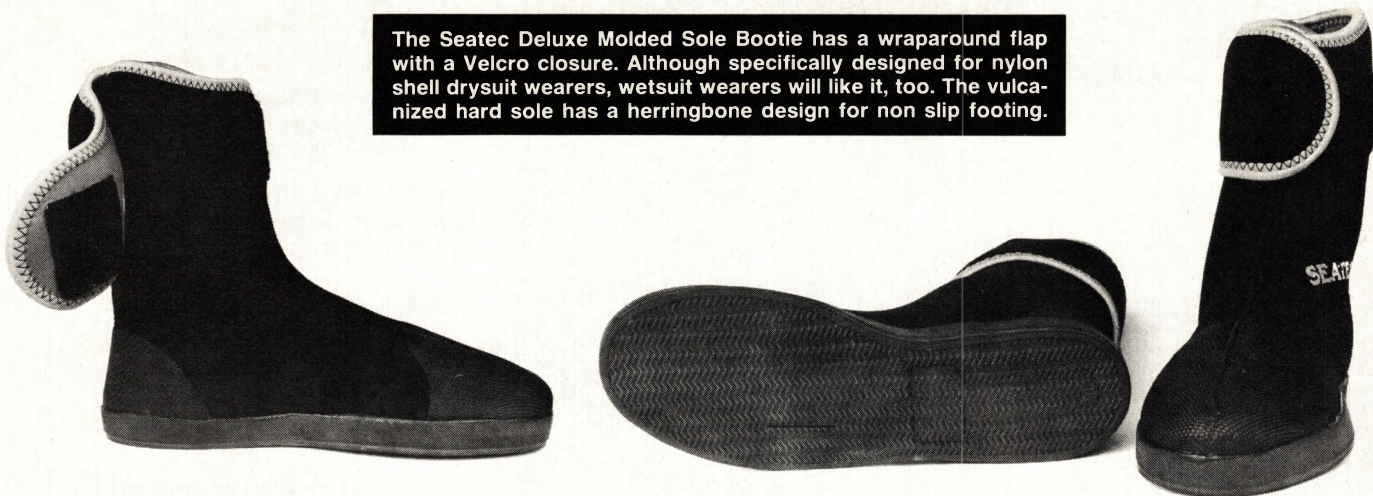
It is the most complete and professional underwater photography system available today.

THE AQUATICA "3" is shown equipped with the 105 mm Macro Port and a Nikonos V mounted on the accessory shoe.



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The Seatec Deluxe Molded Sole Bootie has a wraparound flap with a Velcro closure. Although specifically designed for nylon shell drysuit wearers, wetsuit wearers will like it, too. The vulcanized hard sole has a herringbone design for non slip footing.



$\frac{1}{4}$ or $\frac{3}{16}$ inch—covered with nylon both inside and out. The edges are trimmed with stretchy seam tape for durability. For strength and to prevent water seepage, the seams are both sewn and glued.

The most striking feature of this bootie is its Velcro closing flap. This serves a couple of purposes: It makes the booties extremely easy to put on and take off. It also allows drysuit wearers to wrap the flap tightly around the ankle of latex drysuit booties. This helps prevent air from flowing into the booties and producing

“balloon” feet when you are head down in the water. The flap is thinner than the rest of the bootie for ease of wrapping.

I am used to wearing hard soled booties, but not those with soles that continue up around the edge of the bootie. I had misgivings about how easy these would be to use with fins. They were no problem however. You will have to adjust your fin strap to allow more room for this type of bootie—you may even require a fin with a larger foot pocket. Once the bootie is in the fin and you are in the water, you won't

notice any difference in ease of kicking.

The Seatec Velcro Flap bootie is available in black with bright blue seam tape. It comes in seven sizes, from extra small to extra extra large—there should be a size here that will fit almost everyone. Although this bootie was designed especially for nylon shell drysuit wearers, wetsuit wearers will like it, too. A pair of booties sells for \$50. Try one on at your Seatec dealer.

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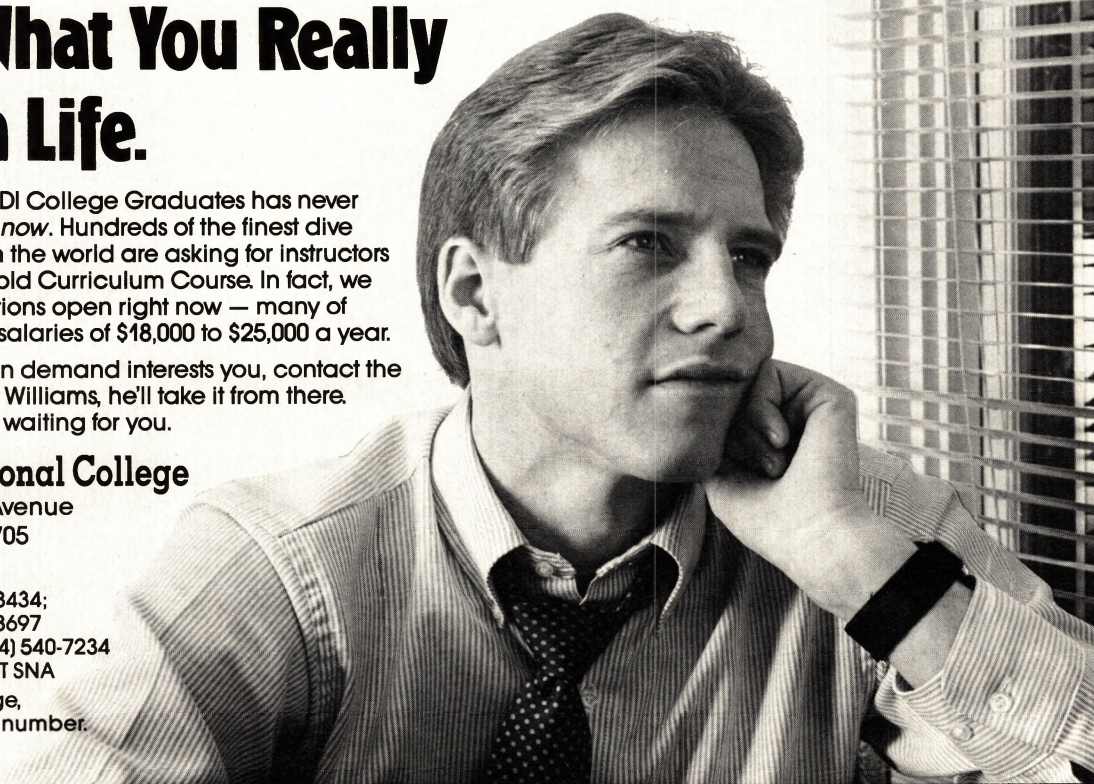
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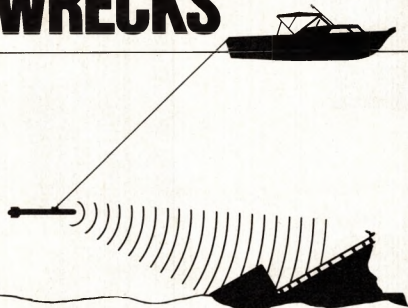
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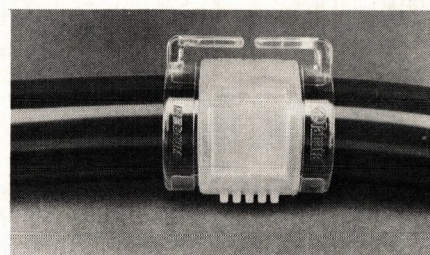
Tabata Q-FLEX SNORKELS

Modern Version
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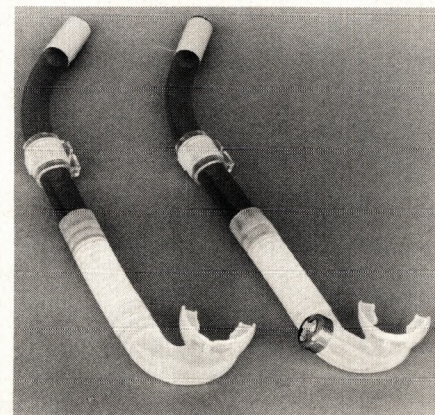
TEXT AND PHOTOGRAPHY
BY BONNIE J. CARDONE

The more things change, the more they stay the same. You may remember seeing pictures of—and perhaps using—snorkels with corrugated barrels. These fell out of favor because the corrugations trapped water and interfered with the flow of air. Snorkels with rigid barrels became popular because they facilitated air flow and did not trap water.

Now, Tabata has brought back corrugated snorkels—but these are modern versions of the originals. While the outside of these new models are segmented, the insides are smooth—to prevent the trapping of water and to allow air to flow through them easily. And, while the new snorkels bend and flex easily, they aren't as floppy as the originals.



The Tabata Q-Flex corrugated snorkels use a special snorkel adapter. Shown above, it slides up and down the barrel. Below: The SPQ-190 and the SPQ-180.



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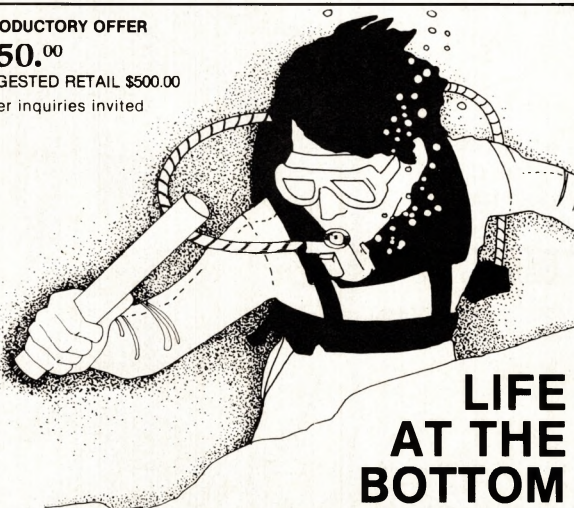
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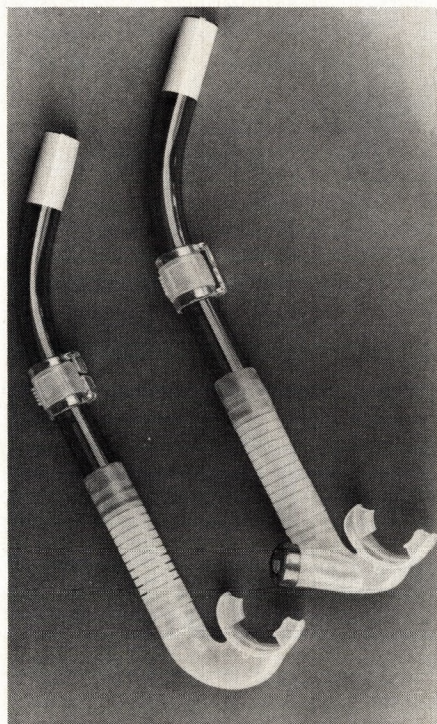
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The Tabata Q-Flex comes in two models: The SP-190Q and the SP-180Q. The only difference between them is that the 180 has a purge valve and the 190 doesn't. Both snorkels have contoured barrels that come in a variety of delicious colors. The 190Q is available in aqua, rose, hot pink, lemon yellow, bright blue, fluorescent orange and green, lavender and clear. The 180 is available in all those colors except clear and lavender.

All of the snorkels have high visibility tips of fluorescent orange. But, even this can be changed. With each snorkel you get two extra stickers: a fluorescent lime green and a fluorescent yellow-green.




These allow you to coordinate even your snorkel tip to your other dive gear!

The Q-Flex snorkels have another innovation, Tabata's own snorkel adapter. This is a clear plastic cylinder that slides up and down the barrel. A slotted tab allows you to attach the snorkel to your mask strap easily.

The barrel of the Q-Flexes can be either clear or translucent plastic. The segmented section and the mouthpiece are silicone rubber. The mouthpiece swivels so it can be custom positioned for each wearer. There are bite tabs for comfort and easy gripping.

As mentioned above, the SP-180Q has a purge valve. This is an extra section of barrel just off the mouthpiece with a one-way valve on the end. When the tip of the snorkel breaks the surface, water in the barrel drains out the valve. This allows the diver to clear the remaining water with just a puff of air.

The SP-190Q sells for \$24; the SP-180Q, with purge, for \$26. See them at your Tabata dealer. 



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Most international sport diver certification agencies offer rescue diving courses and seminars in one form or another. But, how many of us actually take the time to learn more about this necessary and worthwhile subject; especially on a warm, sunny day?

Lifeguard Systems Inc., headed by Walt "Butch" Hendrick, Jr., is changing this trend. During the past two years alone, Hendrick and his staff have lectured on lifesaving and rescue diving to more than 100,000 divers. Two thousand of them were certified as rescue divers in 18 states and four countries. Moreover, Hendrick's multi-image sound/slide show, 120 Seconds to Save a Life, has brought him international recognition and acclaim on the diving show, convention



LIFEGUARD SYSTEMS'

Weekend Lifesaving Experience

BY JOE BERESWILL

and symposia circuit.

What's Butch's secret for success? It's good old fashioned hard work, a lifelong dedication to educating and helping others and professionalism. "We teach sport divers how to save other sport divers," he says quietly.

As noted filmmaker and underwater explorer Peter Gimbel describes it, "I've had my fair share of teachers, especially as a graduate of Yale University and officer candidate school. But when it comes to sheer instruction from someone who's obviously dedicated to the topic he's speaking about and who possesses the ability to electrify an audience and generate a room full of excitement about that same subject—Butch Hendrick is among the best I've ever seen."

Lt. Bob Hayes, commanding officer of the New York City Police Department's Underwater Recovery Team, adds a professional rescuer's perspective: "Lifeguard Systems' courses should be a must for every sport diver because they help make everyone a better diver individually and much more safety conscious as a buddy team."

This kind of reaction from the professional and sport diving communities has spread quickly throughout the industry and resulted in scores of divers signing up for a Lifeguard Systems Rescue Weekend in their area. Many of these attendees are signing up for followup sessions. Most divers register for a Lifeguard Systems Rescue Weekend course, but Hendrick and his staff offer a variety of programs on all levels for the amateur and professional.

For the sport diver there are three separate, 20 hour rescue programs. Each begins with an entry level course, fol-

lowed by a secondary or advanced level course (involving rubber boats and deeper water) and a level three course (rescues in at least 60 feet of water, primarily for boat divers such as captains, mates, etc.). There is also a sport diver Rescue Sunday course, which provides a one day overview of rescue basics.

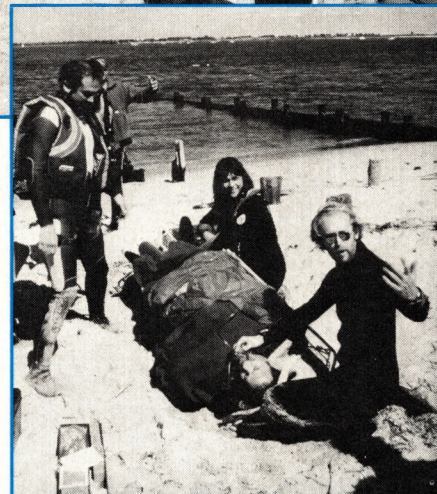
For professionals, there are three different levels of Rapid Deployment Underwater Search and Rescue, a Diver Medic program and various specialty courses that include fast water, black water, hazardous, extrication and contaminated water diving. The latter are primarily for police, fire and paramilitary rescue teams.

BASIC RESCUE

For sport divers, a typical basic 20 hour rescue program might include 35-40 divers. It begins on a Friday night, with a hosting dive shop—or dive shops—holding a get-acquainted cocktail party and Lifeguard Systems briefing session. The following two days would encompass 20 hours of nonstop, hands-on activity led by Hendrick and three or four of his staff. The program begins with the teaching of CCPR (cerebro/cardiopulmonary resuscitation). "We teach CCPR, as opposed to CPR, because if you don't stimulate the flow of blood to the brain, there's no point of attempting CPR," explains Hendrick. "At the least, the victim will be brain dead within minutes."

Course participants then go on to learn how to recognize and treat hyperventilation, hypoventilation, hyperthermia, hypothermia, air embolisms, decompression sickness, as well as other maladies.

"The next day (usually Sunday morning) we've got divers in the water practicing actual rescues and first aid," contin-



Lifeguard Systems has certified 2,000 rescue divers in the last two years. A variety of rescue programs are offered for sport divers and professionals. Top: Butch Hendrick gives a lecture on the beach. Above: A practice rescue. Below: The Pro-Dive-Med kit.



photos/courtesy Lifeguard Systems

ues Hendrick. "By the end of the course, we've established a scenario where a group of divers has got to find and rescue a buddy (he's underwater, approximately 50 feet away). When the divers suddenly discover a buddy missing, they must quickly locate him, bring him safely to the surface, administer any necessary surface first aid, transport him safely to shore, continue administering first aid and then call for help. Divers must know how to call for help and we've got actual portable telephones set up in the field to make sure they do it correctly. After all, what's the point of rescuing your buddy, if you can't communicate with the professional emergency rescue people on the other end of the telephone and have the victim safely evacuated to a hospital or hyperbaric chamber?"

Hendrick refuses to accept anything

less than 90 percent of the people taking one of his courses coming away from the experience feeling ecstatic. "In return, my staff and I give everything we've got, nonstop, for the entire session."

"What the average person doesn't realize is that 80 percent of all diving fatalities are not the result of gas embolisms or decompression sickness—they are drownings. That's right! Experienced divers, supposedly good swimmers, drown. It's a phenomenon most people refuse to believe," he continued.

A key reason for many of these deaths can be traced back to the diver's weightbelt, explains Hendrick. "Divers having difficulty, whether it be in the warm tropical waters of the Caribbean or the northern Gulf of Maine, often make it to the surface only to run out of air, panic and drown. We find they usually forget to drop their weightbelts—a basic element of scuba instruction, yet time and again divers forget. We teach divers to drop their weights," he says. "If you've got to think twice about doing it, you're already past the point of diminishing return. When it first pops into your mind—and we make sure that it does—the weightbelt goes! When you've thought about it for the third time, it is too difficult to make the coordinated effort to drop it and consequently drowning occurs."

From an equipment standpoint, Lifeguard Systems—with its own Pro-Dive-Med first aid kits, rescue lifeline toss bags, buoyancy compensators and rescue boards—looks like a dive shop. On any given rescue course, Hendrick and his staff arrive armed with an array of sophisticated equipment, from the field telephones mentioned earlier, to rubber boats, assorted emergency kits and bandages, oxygen tanks, respirators, a portable decompression chamber (that's right, a portable chamber).

Hendrick, who is a recipient of diving's most coveted Greenstone and NOGI awards, explains his philosophy on equipment. "We spend almost as much money on rescue equipment as most dive shops do on start-up inventory. In rescue, as in real life, it's the extra step that counts!"

Relaxing with Hendrick while he recalls some of the letters and phone calls he has received from Lifeguard Systems graduates one can't help but believe he and his staff have taken that "extra step" more than once in their lives.

Lifeguard Systems courses for sport divers range from a low of \$85 to a high of around \$200, depending on the number of students and level of teaching and certification required. The minimum age to take the Rescue I course is 16 years and 20 people are needed for a class.

For further information, contact Walt Hendrick, Jr., President, Lifeguard Systems Inc., 25 West 43rd Street, Suite 920, New York, NY 10036; telephone (212) 348-6790 or 348-7067.

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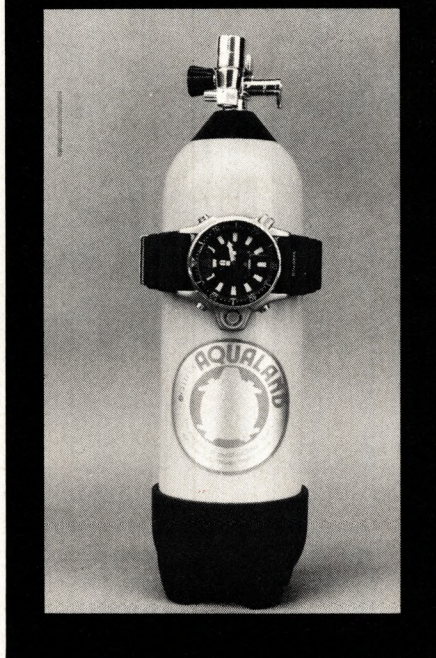


**does it all
and tells you about it**

There are dive watches, dive timers and dive computers. They perform their functions with accuracy and dependability. However, like Casper Milk-toast, these instruments are passive. They won't physically restrain you from exceeding the depth or time limits of your dive plan—heck, they won't even nag you. The Aqualand watch, from Citizen, will nag you. You can preset your maximum intended depth and bottom time and the Aqualand's alarm will sound if you exceed either.

The Aqualand looks like a big, rugged diver's watch. It is, but it's also much more: It will track dive time (digitally and analog-wise) and current depth; it remembers your maximum depth and total dive time after you surface; it warns you when you exceed your planned depth or time; and it provides several timekeeping features topside—including 12/24 hour time, interval chime, day-date, alarm and stopwatch. It's an amazing instrument.

The multitude of functions listed above may strike fear into the heart of the less-than-digitally inclined. I know my eyes crossed when I first spied the five language direction booklet that accompanied the Aqualand. Consequently, I won't attempt to explain how the various functions are accessed except to say two things: (1) It's all done by means of the three buttons on the sides of the watch; and (2) When the directions say "press the M button" to switch to and from dive time mode, they mean hold the button down for several seconds. The directions are, actually, quite clear. They include complete illustrations. Once I figured out item 2, a little practice was all that was necessary for me to confidently command the Aqualand.



photos/Bonnie J. Cardone

BY JIM WALKER

The Aqualand is a quartz watch, depth rated to 200 meters. It comes with a choice of three cases: brushed stainless steel, two tone stainless (gold buttons and trim) and black titanium. For its size, the watch is surprisingly light—the stainless version weighs just four ounces. The three silver-oxide cells that power the watch should last two years, depending on the use of digital functions and alarms.

Physical features of the Aqualand include a one-way rotating bezel, screw down crown and black watch face. The hour positions are marked with luminous


wedges for easy reading in dim light and the hour, minute and second hands have luminous sections. The minute hand has a fluorescent orange trim. All digital displays, including day-date, occur in the window at the top of the watch face.

The Aqualand's depth sensor is housed on a projection near the nine o'clock position. Rinse this well after a day of diving and never poke pointy objects into it.

The watch comes with a black rubber band with 11 holes for adjustment. Two steel guides keep strap overlap out of the way. Stretchable ridges in the band accommodate wetsuit compression at depth and the no decompression limits (40-90 feet) are printed on it for divers who need a little reminder.

The chime and alarm beeps produced by the watch are similar to those of most digital watches. I could hear them clearly while underwater, wearing a hood—even when concentrating on something else. However, some divers, under some conditions, might not hear them. For accurate depth readings and clear alarm tones, wear the watch outside your wetsuit sleeve.

The Aqualand is a good looking, rugged instrument. On test dives it proved accurate and reliable. Combined with a submersible pressure gauge and a compass, it provides all the necessary dive data and more. It will even remind you when you exceed your dive plan. The stainless model is available for less than \$300 and the titanium for less than \$600. All versions come with a special gift box in the shape of a scuba tank.

The Aqualand comes with a limited one year warranty. See it at your nearest Citizen watch dealer or dive store. 

SDM travel

SECTION

The typical recipe for a dive vacation lists the following ingredients: a beautiful island; warm, clear water; excellent coral reefs; diverse marine life; a dive operation; hotel; sandy beaches; night life; sightseeing; and shopping. Some islands have three heaping tablespoonfuls of excellent diving, but only a dash of night life and shopping. Some excel in land-based sightseeing, but have only a trace of excellent diving. How these ingredients are mixed and served gives divers an exciting menu of destinations and dive resorts.

Over the years I've generally gone with the popular choice—a beach hotel/dive operation combination—and suffered the taxi ride into town (if there was one!) in search of new restaurants and a little (usually very little) night life. Looking for something different, I decided to change the menu on my next trip for the sake of variety. I headed for Cozumel, Mexico where divers have discovered the delights of a downtown dive vacation.

Cozumel is a small island off the east coast of Mexico, just south of the Yucatan Peninsula. It's the little brother of well developed, nearby Cancun, so the tourists usually go to the latter and the divers, some 60,000 strong, find their way to Cozumel.

Getting to Cozumel proved to be easy, quick and inexpensive, thanks to Continental Airlines' excellent system of connections to most major cities in the U.S. All a diver has to do is get to Houston, and less than two hours later, he/she is on the warm, sunny island of Cozumel.

Like many islands boasting excellent diving, Cozumel's topography is flat and rainfall scarce. The center of island life is a town called San Miguel, originally a fishing village that has grown into a mini resort town while



BAHIA HOTEL COZUMEL A Downtown Dive Vacation

TEXT AND PHOTOGRAPHY
BY BILL GLEASON

maintaining its own rustic charm. The lee side of the island faces the Mexican mainland and is separated from it by a 15 mile wide channel.

The town and all the resort hotels are on the lee coast and sandy beaches dot the terrain north and south of town. At the airport, I departed from my usual dive travel routine. Instead of going away from town to a beach resort hotel, I headed right into San Miguel and checked into the Bahia Hotel, at harbor's edge on the main road.

The Bahia was a pleasant surprise. Brand new, all of its rooms are fully air-conditioned, have TVs, are tastefully decorated, are very clean (with daily maid service) and have kitchen facilities available for preparing snacks and storing cold drinks. At the Bahia, you are but a few minutes—at most—from all amenities: restaurants, markets, town square, shopping and night life. The biggest shock came when I learned how reasonably priced



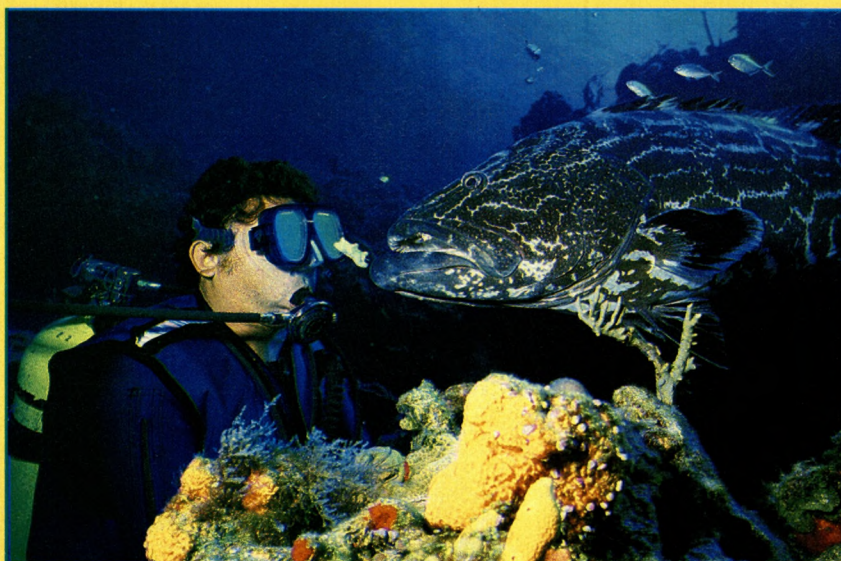
Above left: Downtown San Miguel. Top: A diver examines the Christ statue at Horseshoe Reef. Above: Continental offers connections to Cozumel from major U.S. cities.

the in-town hotels are: At \$40 per night per room, the value was terrific. Imagine your own two bedroom penthouse, complete with two spas, for less than \$100 per night. Bahia's got a penthouse and it's typical of the bargains Cozumel offers!

That night, San Miguel shed its rustic fishing village charm and transformed itself into a bustling center of night life. There are more restaurants than you could possibly sample in a week. The range is from local Mexican food (good and cheap) to full service (try Pepe's Grill, Las Palmeras, BBQ and a unique Tex/Mex honky tonk called Carlos and Charlie's). To get rid

travel

of the extra calories, stop in at any of the four or five discos (I recommend Scaramouche) and join all the other gringos, many of them Texans, who provide as much entertainment as the music. Cozumel, in its own unique style, may offer the best night life of any of the small diving oriented islands in the Caribbean. And, again, those bargain prices keep cropping up! While you may feel like a Texas wildcatter who just hit it big when you order a steak for 3,500 pesos, you'll be relieved when, after converting pesos to dollars, it comes to about \$7 U.S. The peso fluctuates a bit, but pesos and dollars, as well as English,



Top: In clear, shallow water, a diver examines brilliant yellow tube sponges. **Left:** Feeding a large grouper at Tormentos. **Above:** A diver with a spotted moray eel.

are used everywhere in Cozumel.

Satisfied my dive trip was not only progressing well, but that I was also saving money, I looked forward to sampling the main ingredient of a successful vacation, Cozumel's diving.

Early the next day, with gear bag and cameras in hand, I hailed a cab in front of the Bahia Hotel. Now that was really a switch! But, ten minutes and \$1.50 later, I was well south of town and walking into Carlos Sierra's Dive Cozumel. I checked in, showed my C-card and got a locker to store my gear for the balance of the week.

Sierra's operation is well planned and laid out. I never had to walk very

far and the four large (40 foot plus) dive boats are loaded with tanks and ready to go at 9:00 am every day. My boat was equipped with captain, mate and divemaster. Carlos Mena, veteran dive guide of 17 years, comes highly recommended. After helping everyone load, he described the dive sites (open to requests) and reserved final instructions until we actually reached the site and tested the conditions. After pulling away from the dock, divers can expect a 30 to 40 minute ride to the reef in calm conditions. There is plenty of time for gearing up.

The reef at Cozumel is a massive structure running parallel to the coast

on the lee side. There are drop-offs straight off the town, but the reef is mostly low profile. Several miles south of town, the reefs of Palancar, Santa Rosa and Colombia rise from the top of the wall, creating some of the most dramatic underwater scenery to be found anywhere.

The diving off Cozumel is extremely varied and superb. There are walls and drop-offs so steep they'll make you dizzy. There are tunnels, caves and cuts to explore and it would take months to dive all the sites. The water clarity is consistently good, owing in great part to the channel between the Mexican mainland and Cozumel. Pre-

(Continued on Page 98)

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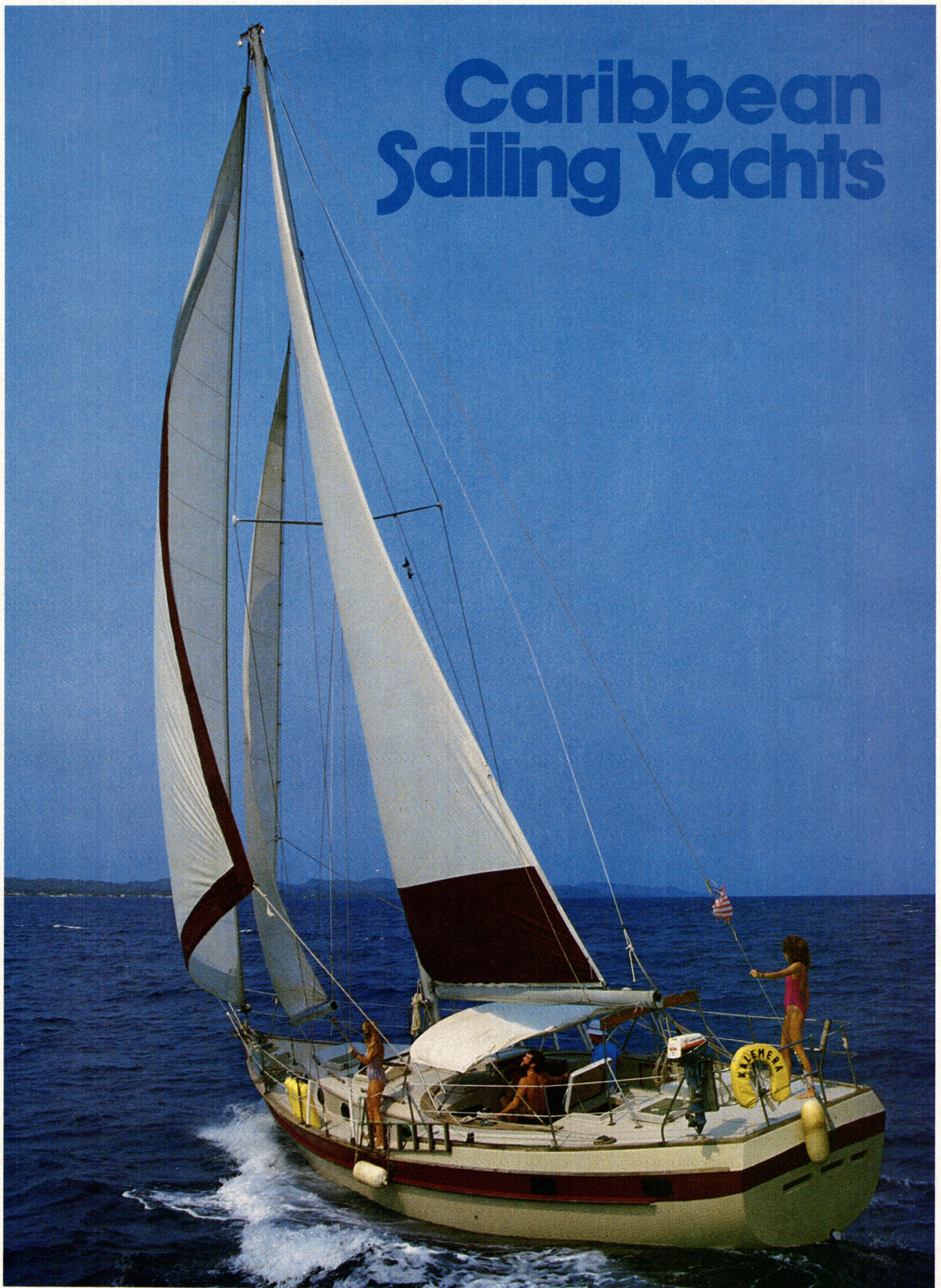


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A Dive/Sail Vacation In Roatan

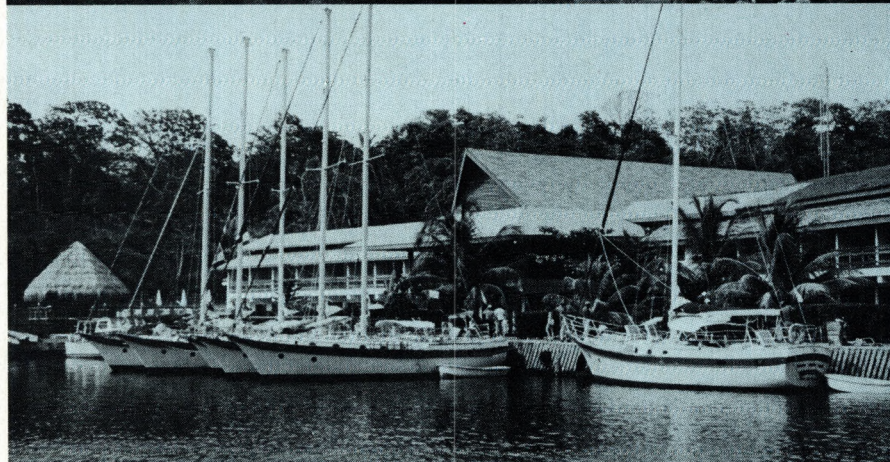
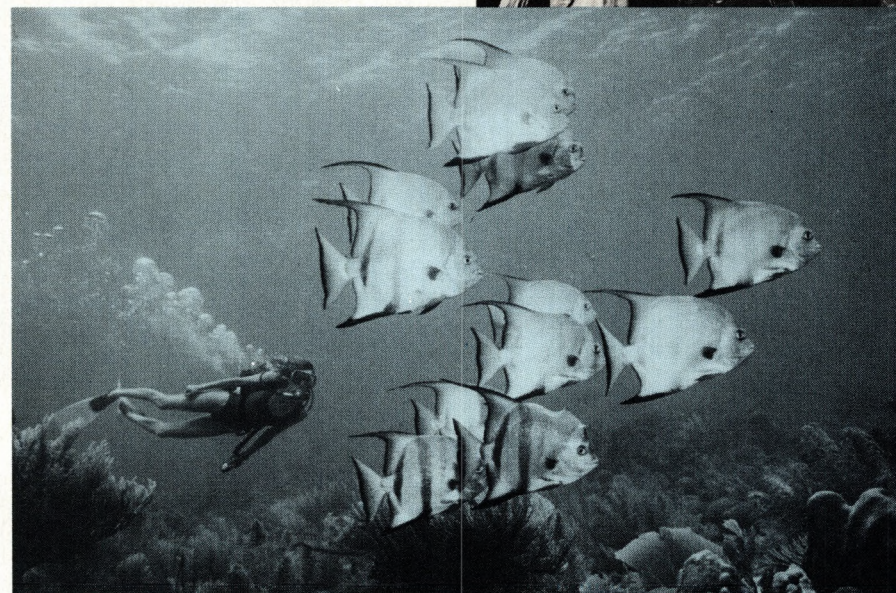
TEXT AND PHOTOGRAPHY
BY STEPHEN FRINK

For nearly 20 years Caribbean Sailing Yachts Ltd. (CSY) has been one of the preeminent influences in the bareboat charter business throughout the Caribbean. From an original base in Tortola, British Virgin Islands, owner Jack Van Ost has expanded the CSY fleet to include not only 60 yachts in Tortola, but 20 in St. Vincent in the Grenadines and 10 in Roatan. In addition to the fleet of CSY sailboats in either the 33, 37 or 44 foot configuration, the CSY concept also includes: a complete marina with yacht repair and provisioning facilities; a hotel, restaurant and bar; gourmet and gift shop; and diving services at each destination. The sailboats can be arranged as either bareboat or crewed charter. For divers, the vacation options can include either a hotel based dive vacation, a live-aboard dive/sail adventure or any combination thereof.

We chose CSY/Roatan because of our familiarity with and enthusiasm for the tremendous diving potential inherent in the Bay Islands. Roatan is easily accessible via Tan Sahsa Airlines and features scenic, lush tropical landscape; picturesque settlements; and a fantastic variety and quality of dive sites close to shore.

The CSY/Roatan development is just three miles from the airport in a verdant mangrove sheltered anchorage known as Brick Bay. The complex includes: dockage for 60 boats; a drydock for hauling out boats; full mechanical repair facilities; a commissary for provisioning boats; a 20 room hotel; a restaurant and bar; Roatan's only freshwater swimming pool; a gift and gourmet shop; and a dive operation at dockside. Each hotel room offers two queen size beds, a ceiling fan, a balcony overlooking the bay, bath with shower and a vaulted wood beam ceiling. The swimming pool is 20 by 40 feet with mahogany decking and a poolside bar. The main restaurant/bar is in a spacious open air room with a lovely bay view.

The dive trips from the hotel base are accomplished aboard the 37 foot custom dive boat *Dr. Jack*. It is equipped with tank racks, dive platform with extended ladders, walk-through transom, VHF radio and sun and splash protection. The *Dr. Jack* is powered by twin diesel engines able to propel the deep-V vessel at 17 knots. While distant dive locales could



From its three locations (Tortola, St. Vincent, Roatan), Caribbean Sailing Yachts offers hotel based dive trips and a variety of crewed or bareboat sailing charters. Opposite page: A Caribbean Sailing Yacht underway. Top: Cindy Gray entertains a macaw. Middle: Cindy Gray swims with spadefish at Mary's Place. Above: Sailboats ready for charter.

be reached quickly, there is so much good diving so close to the hotel that extended voyages are generally unnecessary. In fact, it is quite easy to dive different locations every day for a week without venturing farther than 20 minutes from the hotel dock.

For divers wishing to expand their dive itinerary, maximize the number of dives available and enjoy the adventure and freedom of a live-aboard boat, the CSY dive/sail programs are fascinating alter-

natives to the hotel base. The current Roatan fleet consists of ten 44 foot sailing yachts, but over the next year or so these will gradually be replaced by the new CSY-50, a durable luxury yacht being built to CSY specifications by Gulfstar. Ideally configured for four to six passengers, the vessels may be chartered either bareboat or crewed. My experience level with sailboats is minimal and I prefer the crewed charter for several reasons: The

(Continued on Page 74)





Amy and Captain Spencer Slate "feed" a barracuda.



Captain Slate feeds a spotted moray.

Captain Slate

Lion Tamer Of Pennekamp Park

TEXT AND PHOTOGRAPHY
BY STEPHEN FRINK

Captain Slate's Atlantis Dive Center and Howard Johnson's International Dive Resort have collaborated to present an especially attractive dive/lodging package for travelers destined for Pennekamp Park. For a dive package to be of value to the consumer, there should be four elements in place. First, the destination should offer exceptional dive potential. Second, there should be a price incentive to booking the dive and lodging segments as a unit. Third, the accommodations should be more than adequate. And finally, the dive operator should be enthusiastically professional, properly staffed and feature top quality boats and accessories. The Atlantis Dive Center/Howard Johnson's package satisfies all of these criteria and more. Owned and operated by Spencer and Amy Slate, Captain Slate's Atlantis Dive Center has emerged as one of the more



popular dive businesses serving John Pennekamp Coral Reef State Park and the adjacent National Marine Sanctuary. The Slate's success relates as much to attitude and enthusiasm for the sport as it does to the physical aspects of the operation.

More than any other single factor, it is the underwater menagerie that has endeared Captain Slate and his crew to literally thousands of visiting divers. What began more than seven years ago as a personal interest and challenge for Captain Slate has now grown to be the most requested form of underwater entertain-

the vicinity of the reef complex known as The Elbow. There is mostly scattered wreckage, but the hull had steel decking that remains partially intact. The shaft logs are nicely encrusted and make interesting wide angle photo backgrounds. The wreck hosts the magnificently friendly green moray eels Melba and Perry, as well as a number of spotted morays, a golden tail moray, an occasional ocean triggerfish, a black grouper and twin barracuda, Laurel and Hardy. During our last photo session on the *City of Washington* we even encountered a huge southern stingray that swam up to feed on the refuse from our eel and barracuda feeding activities. Since then Captain Slate has tried to add this cooperative animal to his piscine parade of pals.

Just to the south of the *City of Washington* is another shallow wreck known as Mike's Wreck. Another island freighter run aground in 1919, Mike's Wreck is quite scattered but hosts a tremendous variety of marine life. This is the home for Flash, the pet barracuda.

Smokey is the barracuda Slate has been hand (and mouth) feeding at the Statue of Christ of the Abyss. The Minnow Cave is not only one of the prettiest shallow reefs at the north end of Pennekamp, but also home to two more classically conditioned barracudas, Lightning and Barbara.

The big green morays are both impressive and responsive to the fish feeding activities. My personal favorite is Melba, the six footer at the *City of Washington*, especially when joined by her partner Perry. Moses is the cooperative green moray to be found at Mike's Wreck and Sundance is the emerald star of the Statue. On the Civil War Wreck, Sarah and Slime, the spotted morays, perform for ballyhoo. Occasionally the southern stingray from the nearby *City of Washington* makes a guest appearance.

While fish feeding is but a small part of the overall dive activities available at Captain Slate's Atlantis Dive Center, it is perhaps the most exciting activity and points to the enthusiasm Captain Slate and his crew maintain for the sport.


Atlantis Dive Center consists of a welcome and registration center at Mile Marker 106 on U.S. #1 in Key Largo. The primary retail and rental center is on the Atlantic Ocean near the northern part of Pennekamp Park. This store is only 20 feet from the spacious concrete seawall and dock facility for the four custom 40 foot diesel boats that comprise the Atlantis fleet. This means loading and unloading the charter boats is significantly expedited. The Atlantis vessels are all modern fiberglass deep-V hulls designed by Commercial Work Boats specifically for divers. They feature tank racks, dive platforms with extended ladders, walk-through transoms, VHF radios, sundecks and shaded areas, freshwater camera

rinses and all the necessary safety and first aid accessories.

Atlantis has a huge, 31 cfm diesel compressor with a 17 cfm back-up unit and more than 28,000 cubic feet of storage to accommodate the 160 aluminum rental tanks. The rental BCs are stabilizing jackets, and there are enough regulators, masks, fins, snorkels and accessory gear to handle the demands of even the busiest tourism season. The dockside scuba boutique features a tasteful selection of T-shirts, post cards, après dive fashions and nautical jewelry. As impressive as the physical aspect of Atlantis Dive Center has become, it is more the service portion of the business that generates the repeat clientele.

The staff generally consists of 20: four instructors; five U.S. Coast Guard certified boat captains; six retail personnel; five divemaster/mates aboard the dive boats. All captains and mates are trained in first aid, CPR and rescue operations, usually by Captain Slate personally in one of the several courses he offers each year to the local diving community. Scuba instruction and instructional crossover programs are regularly featured. Captain Slate presently serves as the national chairman of the YMCA scuba program, and open water certifications are available from YMCA, PADI, NAUI or CMAS. In addition to the open water certifications, Atlantis also offers advanced, underwater photography, deep, night and rescue diver specialty certifications. The most popular program is probably the one day introductory scuba course (resort course). Refresher courses and guided dives are also available. As a member of the Keys Association of Dive Operators, Atlantis Dive Center requires logbooks as well as C-cards for participation in their charter boat scuba programs.

Just four miles south of Captain Slate's and near the very center of Key Largo, is Howard Johnson's International Dive Resort. On a choice piece of real estate extending from the highway to the Florida Bay, Key Largo's Howard Johnson's consists of 100 air-conditioned rooms, each featuring two double beds, telephone, cable color television, a restaurant and lounge, freshwater swimming pool with adjacent Tiki Bar and bayside boat dock. The grounds are lush with tropical landscaping; the rooms modern, the prices reasonable and the convenience factor very high. In addition, some of the Florida Keys' spectacular sunsets are thrown in for no extra charge!

For more information or reservations, please phone (800) 331-DIVE; in Florida (305) 451-1325. Mail inquiries should be directed to Captain Slate's Atlantis Dive Center, 51 Garden Cove Drive, Key Largo, Florida 33037. Howard Johnson's International Dive Resort reservation numbers are (800) 654-2000 or (305) 451-1400. 



The primary retail and rental center for Captain Slate's operation borders the Atlantic Ocean near the northern part of famous Pennekamp Park. Below: Howard Johnson's International Dive Resort.



photos/Cindy Gray

ment for guests of Atlantis dive charters. Captain Slate or members of his crew work with a number of green moray eels, spotted moray eels and barracuda at various dive locations on The Elbow in Pennekamp Park. They have so tamed and conditioned these animals that they will approach a diver and actually take baitfish being held in the diver's mouth. A word of caution is appropriate here, for these animals are still wild and a high level of experience and skill is necessary to handle marine life in such a fashion. Leave it to the pros; no one does it better than Captain Slate.

The wreck of the *City of Washington* is one of the especially productive fish feeding locales that has been nurtured by Captain Slate. The wreck of an island freighter run aground in 1917 and blown apart as a hazard to navigation, the *City of Washington* sits in 25 feet of water in



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CSY

(Continued from Page 71)

captain can keep me from running aground or getting lost, he can teach me considerably more about sailing than I know at present, and equally important, can direct me to the very best of the dive sites within our cruising range.

Typically, the charter group will arrive at the hotel for a welcome cocktail and dinner. The first night is spent in the hotel



unwinding from the trip to Roatan. After breakfast on the second day the group will meet with the divemaster for a briefing regarding the diving options. There is a short boat familiarization session and by mid-morning the group can be underway. There are three meals daily aboard the boat and tanks are supplied by rendezvous with the *Dr. Jack*, which can be in radio contact.

An inflatable chase boat accompanies the sailboat and can be used to ferry divers or rafted alongside the sailboat to facilitate exiting the water. On some occasions we would make a giant stride entry from the sailboat and following the dive, climb aboard the Zodiac, pass cameras and tanks to the sailboat crew and climb aboard unencumbered. In other instances we preferred having the sailboat anchored on the inside of the barrier reef and we would zip to the dive site in the Zodiac.

A final option for the traveling diver to CSY/Roatan includes a combination of hotel based day diving and the live-aboard dive/sail cruises. One or more days of dive/sailing can be built into the basic eight day/seven night package. Packages are flexible in this regard. Especially for the novice sailor, it is advisable to experience the dive/sail concept before committing an entire week's vacation. Typically, the package prices are all-inclusive. Ground transfers, three meals daily, hotel, boat transportation, tanks, weights and backpacks are included. One night dive is built into the package, so the only extras should be drinks and additional night dives.

The dive sites are too numerous and too diverse to representatively sample within this text, but there are several that must be considered when diving Roatan.



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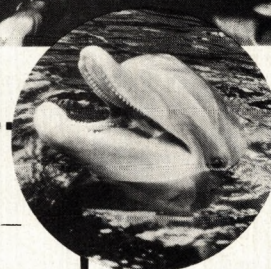
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The hotel is on the south shore, which places it close to one of my favorite Caribbean dive spots, Mary's Place. Only ten minutes or less from the boat dock, Mary's Place consists of a massive flat plateau in 20 to 25 feet of water with a very precipitous drop-off on both sides. It is transected by a deep chasm adorned with tube, barrel and azure vase sponges, black coral, whip coral, and an incredible array of gorgonians. The visibility on most of the Roatan dive sites exceeds 100 feet. During our visit, lateral visibility of 150 feet was not uncommon. With a dive site featuring the dimensional profile of Mary's Place, the effect can be quite stunning. The vertical walls are rich with colorful sponges and the shallows are thick with high profile pillar and star corals, as well as elkhorn and lettuce corals in tremendous profusion. There are schools of Bermuda chub and Atlantic spadefish predictably sighted in the shallow portions of the reef and a school of horse-eye jacks at 80 to 100 feet.

Other remarkable dive sites consistently visited by CSY dive operations manager Alvin Jackson include Spongefield Gardens, a spot just off the wall of the barrier reef at about 70 feet. Here the

sandy bottom is sprinkled with huge barrel sponge formations with scattered hard corals. Grouper, angelfish and stingrays are especially common here. Only five minutes from the dock lies Left Brick. The reef starts at 20 feet so it is equally attractive to either scuba divers or snorkelers. The wall starts at about 22 and drops to 120 feet very vertically. There are wide crevices magnificently colored by tube and encrusting sponges, whip corals and gorgonians. In the shallows nurse sharks are frequently sighted. Along the edge of the wall one sees schools of dog and schoolmaster snapper; parrotfish, grouper, angelfish, lobster and spider crabs are quite common.

Marilyn's Back Porch is ideal for photographing lobster, Bermuda chub, jacks, tiger grouper and queen angels; and the vertical wall, which drops from 35 to more than 100 feet, offers impressive wide angle vistas. Roatan Bowl, Jan's Jump and hundreds of other spectacular sites comprise underwater Roatan. Given the quality of the underwater experience and the comfortably diverse topside options as provided by the CSY program, Roatan in the Bay Islands should be a high priority consideration for any Caribbean dive travel plans.

For further information or reservations, please contact Caribbean Sailing Yachts Ltd., 5936 Benjamin Road, Tampa, Florida 33614 or phone (800) 237-1131. In Florida phone (813) 886-6783.

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La Strega, Belize's live-aboard dive yacht, has added a new ten day itinerary. The inaugural trip, in August, will give divers the opportunity to sample the best diving in two of the Caribbean's most desirable dive areas—Belize and Honduras.

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La Strega will continue to operate its eight day itineraries diving the atolls of Lighthouse and Glover's Reefs and the southern barrier reef of Belize. For further information contact the office of *La Strega*, 5818 Green Falls Dr., Houston, TX 77088 or call toll free (800) 433-DIVE. Texas residents may call collect (713) 999-1464.

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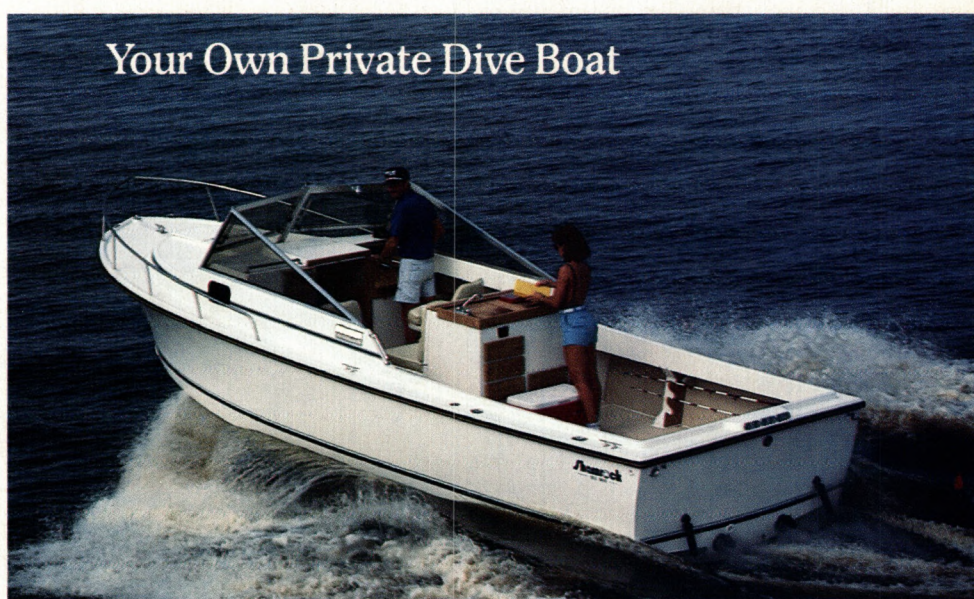
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Curacao, with its storybook architecture and interesting tourist delights, has appealed to Caribbean travelers for more than one-half century. Divers, however, have had little temptation to come to Curacao. In the shadow of Bonaire and with only a few operators working mostly with small boats, Curacao was not prepared to enter the diving scene with major impact. Also, little was known about the true quality and individuality of the underwater landscape.

Curacao's dark ages for divers are over. The reasons for this are threefold. First and foremost is the development of the Curacao Seaquarium and watersports facilities and their happy marriage with Peter Hughes' Diving and Dive Hotels' marketing and management program. Second is the Netherlands Antilles government's new emphasis on the development of diving tourism as exemplified by the creation of Curacao's underwater park. And, third is the hotel's renovation and development program.

The management and operational expertise that Peter Hughes and Dive Hotels brought to other islands in the Caribbean is now underway in Curacao. That nobody does it better than Peter Hughes is an opinion offered not only by this author but echoed by the overwhelming majority of thousands of divers who have enjoyed his other operations.

Peter Hughes and Dive Hotels have a talent for scheduling and attention to detail second to none.

Underwater Curacao is something to behold. The setting, at the fabulous Seaquarium and watersports complex, is both contemporary and island style. It's an atmosphere of convenience and purposeful design with a handsome dive shop/coordinations station, a spacious roofed patio with personal storage bins and wash tanks overlooking the marina. In Peter Hughes' tradition, steps to and from the boat and equipment lugging are minimal. The air pump-filtration-storage complex is impressive. Air storage tanks (120,000 cubic feet) allow 1,500 scuba tanks to be filled before the first compressor has to be started. Two hundred scuba tanks and full rental gear are available.

The number one dive boat is a showpiece. The *Coral Sea* is a 40 foot twin-diesel, yacht-style dive boat completely custom equipped and redesigned by Peter Hughes specifically for Curacao waters and diving. Her Perkins 700 hp diesels give her a planing speed of 30 knots. The 20 divers aboard will appreciate the details, including a camera table and rinse bin.

The number two dive boat is a beautiful mono-hulled flattop with twin 150 hp out-

boards. It also doubles as a glass bottom boat. The *Coral View*, although smaller, with a 14 diver capacity, is custom designed by Hughes with the same attention to detail.

Dive Curacao's chief divemaster is Chris Richards. Blonde and tan, British Chris has lived in Curacao for many years and is well suited for his duties.

It has been nearly four years since I last reported on Curacao for SDM so it was a pleasant shock to find the attractions and services offered by Curacao's beautiful Seaquarium. The Seaquarium complex would be an impressive achievement anywhere in the states; its design and completion in 18 months on a southern Caribbean island is phenomenal.

Billed as the world's largest collection of Caribbean fish and invertebrates, the main structures are all six sided geometric designs fabricated of tropical wood with shops, offices, aquariums, restau-

happy hours overlooking the ocean and the remains of the steamship *Orange Nassau*, wrecked in 1906.

The Seaquarium complex includes a marina and adjacent to it is a set of "wet and wild" waterslides. These eventually entice all children and adults, divers and nondivers to participate. During my visit, the world's sailboarding championship was staged from Curacao to Venezuela, a further indication of the all inclusive watersports concept and international appeal of the Seaquarium.

The whirlwind undertaking of the Curacao Seaquarium becomes easier to comprehend once you've met Adrian "Dutch" Schrier, the director and majority stockholder in this public supported aquarium. After adventuring all over the world in various enterprises, Dutch settled in Curacao 12 years ago. Two years ago he perfected a six sided structure: his model for the Seaquarium based up-

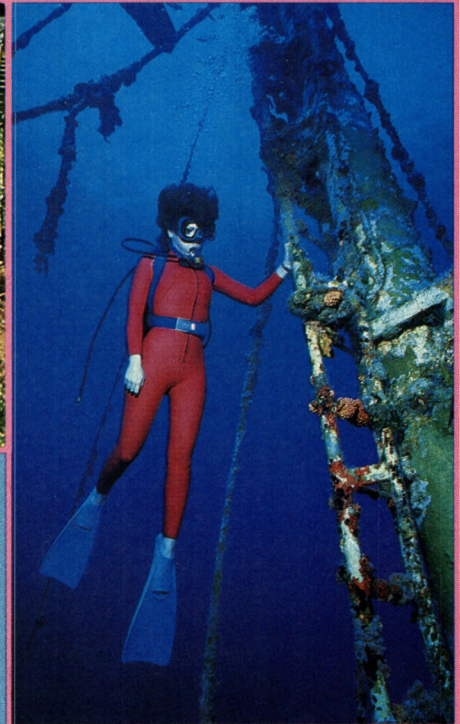
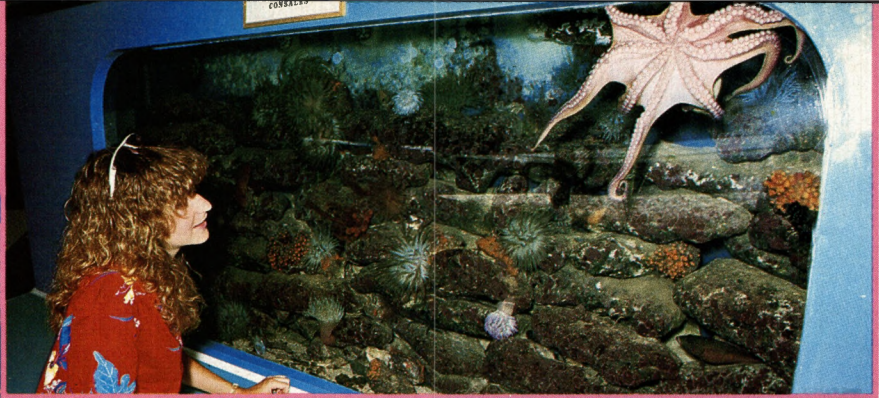
SEAQUARIUM



rant, bar, an enclosed shark pool, and open ocean turtle pools all connected with wooden decks and walkways. The spacious grounds and parking lot are handsomely groomed and manicured; the 75 display aquariums are very interesting and incredibly detailed. The living coral and sponges, as well as hundreds of other invertebrates, all feed on the plentiful supply of live plankton being pumped continuously from the nearby ocean. The Bapor Kibra (broken ship) bar is a favorite diver haunt for sunset

on personal observations of a honeycomb in the backyard of his home. Dutch's claim for "no wasted space" in the Seaquarium design seems to be valid. In his office overlooking the entrance to the Seaquarium grounds, Dutch gave me a preview of future plans. These include tennis courts, a gymnasium and eventually a resort hotel on premises. His drive and energy are apparently unlimited; 62 people are currently employed on various projects.

Curacao's diving is wide and varied.



Curacao's Combo Aquarium— Super Dive Facility



Opposite page: The Curacao Seaquarium, on the southern coast of Curacao, features the world's largest collection of Caribbean fish and invertebrates. The turtle pool is a favorite attraction. Down from top: A display aquarium with anemones and an octopus; the shark pool; a diver at the mast of the *Superior Producer*; picturesque buildings in the shopping district in Willemstad; Peter Hughes and crew aboard the dive boat *Coral Sea*.

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Curacao

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CURACAO

Most sites lie along the protected southern coast, usually a short distance from shore. Local divers can identify more than 40. The more interesting coral growths are found from shallow water to depths of 80 to 100 feet. Like Bonaire, there is a lot of fringing reef a stone's throw from the shoreline. Although there are no extensive fields of elkhorn hugging the shore, there is a wonderful array of fish and invertebrate life along the reefs and drop-offs.

There are several underwater attractions Curacao offers that Bonaire does not. These include more actual wall diving and some splendid shipwrecks. Perhaps the most impressive wreck, and one that is a signature for Curacao, is one that lies outside the entrance to Willemstad Harbour and St. Anna Bay, just east of the Holiday Beach Hotel. The *Superior Producer* is a 200 foot steel hulled island freighter that sank in stormy seas in October, 1977. The *Producer* was headed toward Venezuela with a cargo of Christmas goods including clothing, perfume and liquor.

Today she is a stunning sight to behold. The *Producer* sits upright in 100 feet of water on a flat, sandy bottom at the base of a coral slope. The hull is completely intact and the main mast complete with some rigging and a ladder that rises to within 30 feet of the surface. A forward masthead is broken and lies across the starboard rail. All of the cargo holds, hatches and companionways are open for exploration and photography and there are still dozens of broken whiskey bottles scattered along the deck. Each year the wreck garners more encrusting corals, sponges and lacy black corals decorating the masts, decks and railings. The *Superior Producer* is Curacao's must see dive site, rating visually with the best in the Caribbean.

A good place to start the underwater discovery of Curacao's reefs is at sites associated with the many bays that indent the long west coast. There are dozens of excellent wall dives such as Blau Bay Drop-off, notched with several plateaus along the way and Vaersenbai with a beautiful shallow garden in 20 feet of water leading to the drop-off. Another splendid shallow dive is the little tugboat wreck at Director's Bay. The small, 25 foot wreck looks like a movie set. On top of the superstructure and inside the house is a kaleidoscope of color; the bright oranges, reds and yellows of encrusting sponges and cup corals.

Since there is deep water close to shore all around Curacao, it is not unusual to see jacks, African pompano and

(Continued on Page 84)

Curacao

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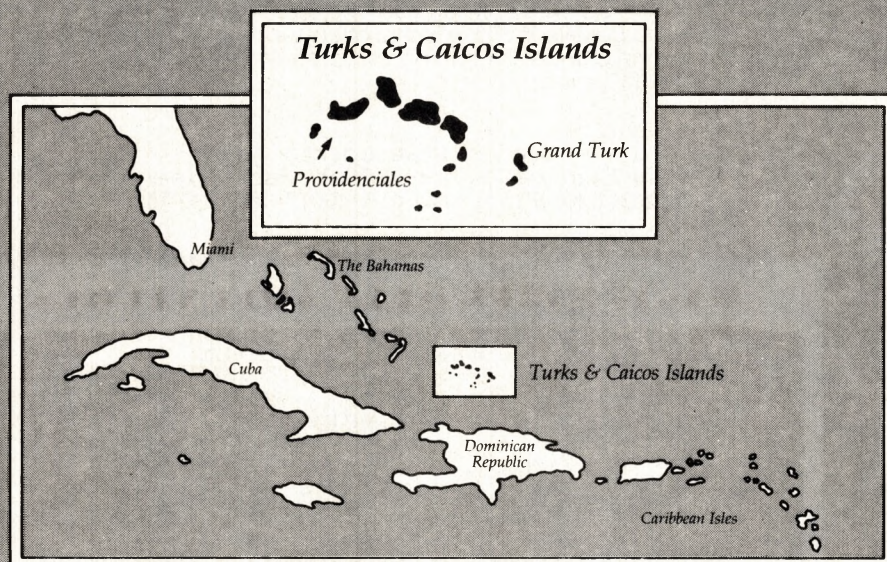
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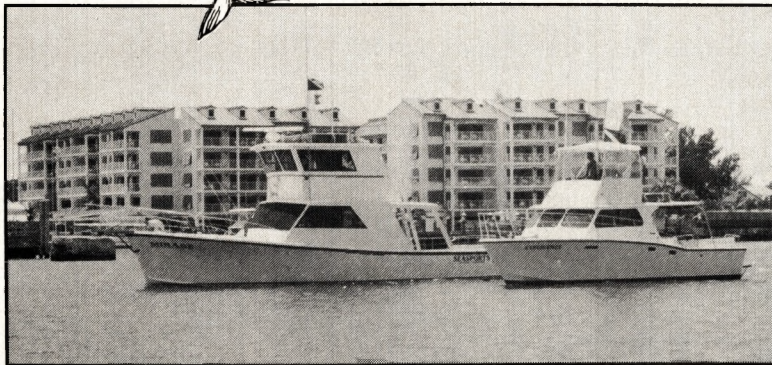
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CURACAO

(Continued from Page 80)

black and tiger groupers. However, unlike Hans Hass' classic 1939 *Diving to Adventure*, in which he vividly describes many Curacao shark sightings, the gray-suited devils seem to have moved to another island. Today, shark sightings are rare.

Peter Hughes and Harry Ward, Divi's director of diving operations in Bonaire, joined me in Curacao for a detailed survey of Curacao's underwater scenery. With us was David Griffin, also an avid diver and Divi's national sales manager, dive resorts. We visited only reefs and wrecks that were part of the normal available itinerary—and the diving was splendid. Like Bonaire, which has Klein (little) Bonaire as one of its special dive areas, Curacao has Klein Curacao, which features some of the best growth and drop-offs I have seen in the Southern Antilles. We dove several sites on the leeward shore that were close in spectacle to Bonaire's encrusting orange sponges, black coral trees and tube sponge displays. Curacao's drop-off was steeper and the topography more mountainous. The wall is quite sheer along the southwest corner, almost vertical in spots, and tube sponges, layered corals and huge black coral trees abound. Reef fishes, groupers, yellowtails and blue chromis are prevalent. The island of Klein Curacao is small and flat with some excellent creamy beaches and a single promontory—a picturesque lighthouse. The little island is 12 miles from Curacao and the ride to Klein is normally a little rough and some current also has to be expected.

Peter Hughes didn't want me to think the main island's major dive attractions were only wreck sites. My favorite dive site turned out to be Wayward Wall off Director's Bay. Here, the underwater shelf angles away from the shoreline and thus we have a wayward wall—a drop-off that runs perpendicular to the shoreline instead of parallel. The underwater scenery here is large scale and wild. Heavy, popcorn shaped coral heads tumble over a reef slope that is sometimes vertical in places. Starlet and shingle corals are decorated with a wanton assortment of colorful sponges and hundreds of coarse wire corals. Schools of masbangos (silver pilchards) and creole wrasse paraded in profusion around our group of divers in 80 feet of water until bottom time indicated a reluctant return to the boat. This outer tip of Wayward Wall was a diver's fantasy. Presidents and entertainers have streets and highways named after them; famous divers have dive sites, and thus we were moved to rename this place Peter's Point.

In addition to Klein Curacao, the wreck of the *Superior Producer*, the Little Tugboat and Director's Bay, there are dozens of interesting reef sites within easy reach of the Seaquarium docks. One artificial reef is made up of a mountain of more than 100 junk cars and several old buses. When swimming from the boat to the site there is a moment where the heap of wrecks appears from the haze suggesting something totally unearthly. Curacao has plenty of individual U/W appeal.

Curacao's night life and topside attractions are world famous. The most widely known image of the island is the unusual Queen Emma pontoon bridge and the gingerbread architecture of the Punda (downtown) shopping houses. The charming mustard colored buildings with red tiled roofs and decorative trim have been the subjects of thousands of photographs gracing book covers, post cards, posters and magazines. Housed within are hundreds of international shopping delights such as: cashmere sweaters from Scotland; Madeira linens; Wedgewood china; handbags from Argentina, England, Spain and Italy; French and Italian fashions; Hummel figurines; Dior dresses; imported perfumes; watches; cameras and stereo equipment.

There are more than a dozen good restaurants in and around Willemstad (the capital city) featuring island and international cuisine.

The problem of where to stay in Curacao has been greatly simplified by the Divi Hotels staff, who thoroughly researched the area and selected the best possible hotels for their diving packages. Currently they are featuring the Holiday Beach Hotel, the Princess Beach Hotel, the Trupial Inn and Las Palmas Villas. The choice among the four properties is based upon budget, personal preference and selected ambiance and conveniences. We stayed at the Princess Beach, which is within easy walking distance of the Curacao Seaquarium. The property and rooms are clean and comfortable and there is a salsa band and a casino on premises for evening entertainment. The Holiday Beach, under new management, is a little more cosmopolitan and within walking distance to the Punda and Otrabanda town districts. There is a handsome casino at the Holiday Beach for night life. The Trupial Inn, more centrally located on the island, is smaller and more casual. Many divers will like Las Palmas Villas with its 700 beds and shared apartments in a village style atmosphere.

ALM is the national airline of the Netherlands Antilles, offering direct flights from Miami to Curacao daily. Eastern and American also service Curacao. For information contact: Divi Hotels/Peter Hughes Diving, Inc., 520 West State Street, Ithaca, New York 14850; (607) 277-DIVI, (800) 367-DIVI U.S. and Canada.

800 FT WALL DIVE



PHOTOS BY GERI MURPHY

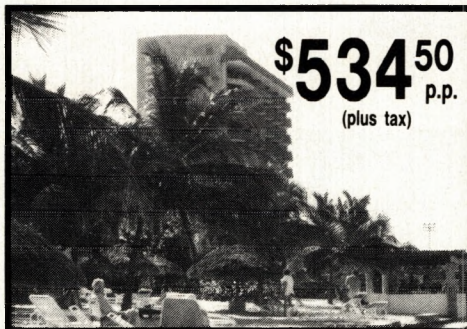
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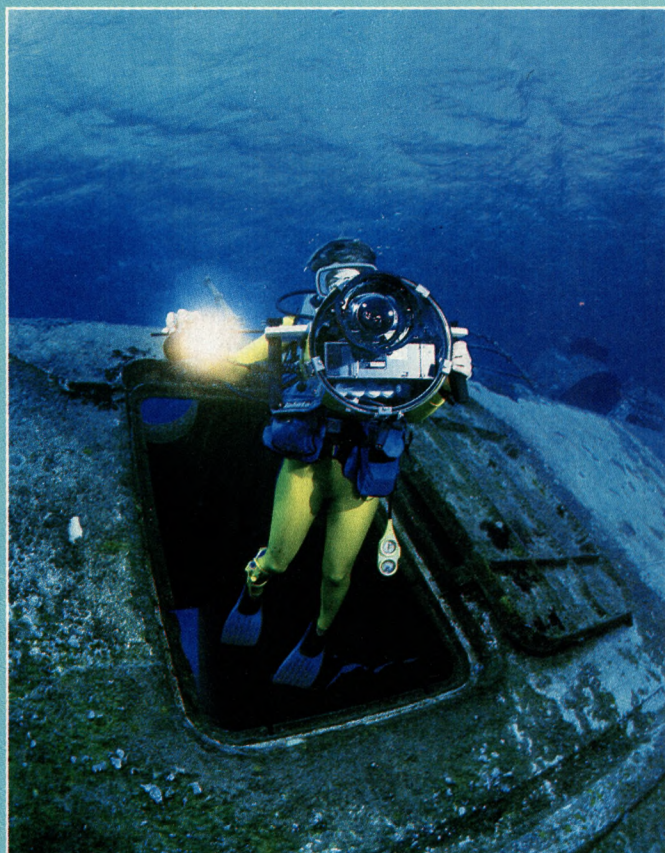
Prices effective through August 31, 1986

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SURFSIDE

Grand Cayman's Double 7 MILE BEACH



Surfside Watersports now offers the diver a choice of vacation destinations on Grand Cayman—Seven Mile Beach or Rum Point. Top left: Christopher Columbus condos. Clockwise from left: Joe Donahue, owner of Surfside Watersports; Surfside's *Galleon Diver* on Seven Mile Beach; video taping on the *Oro Verde*; the Surfside booking office on Seven Mile Beach; underwater video center.

TEXT AND PHOTOGRAPHY BY GERI MURPHY

Surfside Watersports Ltd. is Grand Cayman's largest independent dive operation. With a staff of 25, Surfside remains unaffiliated with any specific hotel, but serves divers staying at all of them.

Surfside was begun in 1965, making it one of the longest established dive operations in the Caymans. It has changed ownership several times. In 1983 it was

purchased by Joe Donahue, a young entrepreneur from Scranton, PA. At age 31, Donahue has already built a significant diving conglomerate, including two dive centers on Grand Cayman, another one on St. Eustatius, plus a main sales office in Scranton.

Now, one of Grand Cayman's oldest dive operations has also become one of

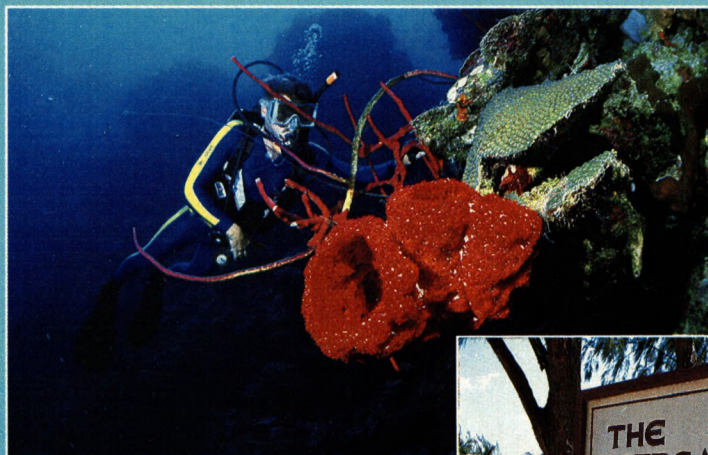
the most innovative. Surfside was the first to bring a twin diesel inboard powered flattop to the island. Surfside developed the first motorized parasail platform for dry landings and takeoffs at sea and installed a complete U/W video center with a staff of professionals.

Surfside's most recent innovation is the establishment of a second complete dive

SURFSIDE

Header Dive Operation

RUM POINT



Surfside Watersports' Rum Point operation is less than a ten minute boat ride from the famous North Wall dive sites. Top right: Villas Caribe Hotel. Center: The Retreat sign. Clockwise from left: balcony and interior of a condo bedroom at The Retreat; The Retreat condos; Bob Carter at The Gallery; Surfside's new dive shop at Rum Point; the sales area at the Rum Point dive shop.

shop on the North Side of Grand Cayman, right at Rum Point. The shop is less than a ten minute boat ride from the world famous North Wall. The new facility is the key that unlocks the door to a whole new world of 24 fantastic dive sites not easily accessible from Seven Mile Beach.

Surfside guests are offered a variety of options—staying at either Rum Point or

Seven Mile Beach, or splitting the week between both locations. Each spot is so remarkably different you could almost call it a two island package.

SEVEN MILE BEACH SURFSIDE

Surfside's headquarters is on one of the best spots on Seven Mile Beach, marking the end of hotel row and the be-

ginning of condo way. It is on the property of Le Club Hotel, with the Holiday Inn just a short walk to the south.

The dive shop booking office is right on the beach, shaded by a stand of tall casaurina pines. Customers simply step up to the counter to make dive boat reservations, sign up for scuba classes or rent a wide variety of watersports equipment. A

(Continued on Page 90)

SURFSIDE·SURFSIDE·SURFSIDE

7 MILE BEACH

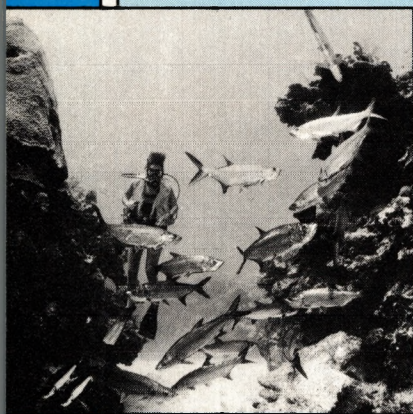
RUM POINT

STATIA

GRAND CAYMAN

SPLIT-ISLAND PACKAGE

Now you can have the best of both sides . . . introducing Surfside's Dive & Drive Condo Connection. Cayman's first package for those who want to dive both Seven Mile Beach and the famous North Wall with the added freedom of your own car included! Dive with Cayman's complete watersports operation, Surfside Watersports Ltd., and enjoy the luxury accomm. at the Christopher Columbus on Seven Mile Beach and the Retreat at Rum Point on the North Side.



Package Includes:

- 4 Nights @ Christopher Columbus
 - 3 Nights @ The Retreat at Rum Point
 - Taxes and gratuities, 1 WEEK CAR RENTAL
 - 4 Two-tank a.m. dives on west side
 - 2 Two-tank a.m. dives on north side
 - Tank, backpack, weights, belt
 - 1 a.m. dive transferable to night dive
- **Rate charges are U.S. dollars
**Dbl. occ. rates avail.

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GRAND CAYMAN

NORTH WALL PACKAGE

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Package Includes:

- 7 Nights Accom.
- Taxes and gratuities
- 6 two-tank a.m. dives
- Tank, backpack, weights, belt
- 1 a.m. dive transferable to night dive
- 1 WEEK CAR RENTAL
- Rates are per person double occupancy

VILLA CARIBE HOTEL

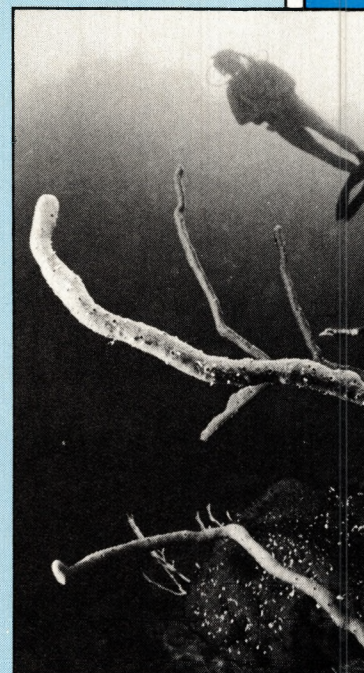
\$465⁰⁰ Diver
\$355⁰⁰ Non-Diver

THE RETREAT DELUXE CONDO

\$477⁰⁰ Diver **\$367⁰⁰** Non-Diver

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
NIKON OFFERS FREE INSTRUCTION

Free instruction by underwater photographers at top-rated dive locations is being offered to owners of Nikonos 35mm cameras. To be eligible for the Nikonos Technique Underwater Photography Seminars, owners must be members of the Nikon USA Club. One becomes a member by mailing the completed Nikon Inc. USA, one year limited warranty/Nikon USA Club membership application to Nikon Inc. when purchasing Nikon equipment. Nikon sends the owner a warranty/USA Club membership card within a few weeks after the application is received.

In the new promotion, Nikon offers a week of professional underwater photography instruction, free of charge, August 1986 through March 1987. This will occur on Bonaire, Key Largo, the Cayman Islands, Belize, Hawaii, Roatan, New Guinea, Truk, Cozumel and the Sea of Cortez.

The underwater photographers who will conduct the seminars include Stephen Frink, Rick Frehsee, Marty Snyderman, Howard Hall, David Doubilet, Scott Frier, Carl Roessler, Jim and Cathy Church, Chris Newbert, Steve Lucas, Mark Lawrence, Bill Curtsinger, Paul Humann and Nick Calyoanis.


The participant pays for the air fare, hotel and diving accommodations, food and film costs. Entries are limited to a first come, first served basis. The tour must be booked through the Nikon USA Club to qualify.

In addition, through August 31, 1986, retail customers purchasing new Nikonos V cameras will receive a free set of extension tubes, valued at \$144, directly from Nikon Inc. 

RIDING ROCK INN

The Riding Rock Inn on San Salvador in the Bahamas is offering an eight day/seven night Island Escape Diver's Package. It includes the following: three dives per day (18 per week); boat transportation; weightbelts, tanks, backpacks; at least one night dive; three full meals per day; newly refurbished, air-conditioned rooms; daily maid service; all Bahamian government and resort taxes; all gratuities on accommodations and meals; transfers and baggage handling on the island; welcome cocktail; orientation; manager's cocktail party; local entertainment; unlimited use of tennis courts; use of freshwater pool and chaise lounges; island sightseeing tours.

The package is based on double occupancy and group rates are available. Nondivers receive a discount.

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(Continued from Page 87)

staff of two to three instructors is generally found here, answering questions and handling phone calls.

Directly behind the beach shop is an air-conditioned scuba boutique filled with such enticing goodies as T-shirts, colorful Sports Suits and a hundred other items. Next door is the administration offices of Surfside, plus the underwater video center. It is from this location that vice president/general manager Rod McDowall meets the daily challenge of organizing two dive shops, six dive boats, 11 dive instructors and an entire fleet of watersports equipment. It couldn't happen to a nicer guy. McDowall is a friendly Australian expatriate with a quick wit.

The day to day operation of this dive center is under the supervision of manager Jim Obrecht, a certified NAUI and PADI instructor. The center has three large Makro air compressors and an inventory of 180 tanks. There is also an ample selection of rental scuba gear and snorkeling equipment for those who did not bring their own.

Surfside operates four dive boats from the Seven Mile Beach facility. The main craft is *Galleon Diver*, a 38 foot aluminum decked flattop that can carry up to 20 divers comfortably. Powered by twin 145 hp diesel inboards, it is one of the fastest flattops on the island. The *Surf Diver* is a 34 foot monohull cruiser with a walk-through transom and a stern dive platform. The *Down Under* is a 41 foot custom Bruno Stillman that can carry up to 20 divers. The *Way Out 2* is a 36 foot sportfisherman that can take up to six guests diving and fishing.

The dive boats depart from the beach twice daily. The morning trip leaves at 9:00 am for a two tank dive. The afternoon trip goes at 2:00 pm for a medium depth coral reef dive. Night dives are conducted three times weekly. Private charters are available on request as Surfside has a large fleet of boats.

In addition to diving, Surfside offers a complete program of watersports activities. They operate the slickest parasail operation in the Caribbean, with dry takeoffs and landings on a moving platform. They can transfer the still-inflated parasail from one rider to another in less than 30 seconds. Also available for rental are: 14 and 16 foot Hobie Cats, paddleboats, Jet Skis, aqua trikes and windsurfers. Instruction for any of the watersports equipment is available and scuba resort courses are conducted daily.

U/W VIDEO

One of the most exciting attractions at Surfside is its new and growing underwater video center. This facility was designed and developed by Anne Flinn, a professional video technician with a col-

lege degree in video communications. The center is operated by two photographers, Julie Jacques and Luca Uggeri.

The video center consists of an impressive array of electronic equipment including video editing and transfer decks, monitors, stock tape library, music library and a half dozen U/W video rental units.

The video photographers go out with the dive guests every morning, shooting underwater action of the divers on the reef, feeding fish and so on. The video scenes are then edited into a complete show with music, and screened every afternoon right at Surfside. Everyone has an opportunity to become a TV star!

Surfside sells copies of the video tapes at very reasonable prices. They are made available in VHS, Beta or the new 8mm cassettes. They also sell stock video tapes of Grand Cayman diving sites. Dive guests can also rent underwater video cameras and housings and shoot their own shows, or hire a video photographer for custom shooting.

WEST SIDE DIVE SITES

Surfside dives all the popular drop-offs along Seven Mile Beach. Legendary walls such as Trinity Caves, Orange Canyon and Big Tunnels are barely a ten minute boat ride from the beach. The first dive of each morning is scheduled as a wall dive and sites are rotated daily.

One of my favorites is Sand Chute, a wide river of pure white sand that slopes down a coral canyon and spills over the vertical wall at 120 feet. Growing out from the south wall of the ravine is a gigantic barrel sponge estimated to be ten feet tall. It is possibly the largest sponge of this type in all of the Caribbean.

Another great spot is Sentinel Rock, an absolutely magnificent coral and sponge covered pinnacle rising from a steeply sloping drop-off. The pinnacle has vertical sides covered with feathery gorgonian fans and a large yellow tube sponge near its base. The Surfside dive guides have recently discovered a new site called Tightrope Wall, marked by an old anchorline stretched across the coral ridges at the lip of the drop-off.

The second dive of the morning is generally a shallow to medium depth coral reef such as Spanish Anchor, Three Tree Reef or Wildlife Reef. Aquarium is a lovely coral reef teeming with tame fish, including a pair of large angelfish.

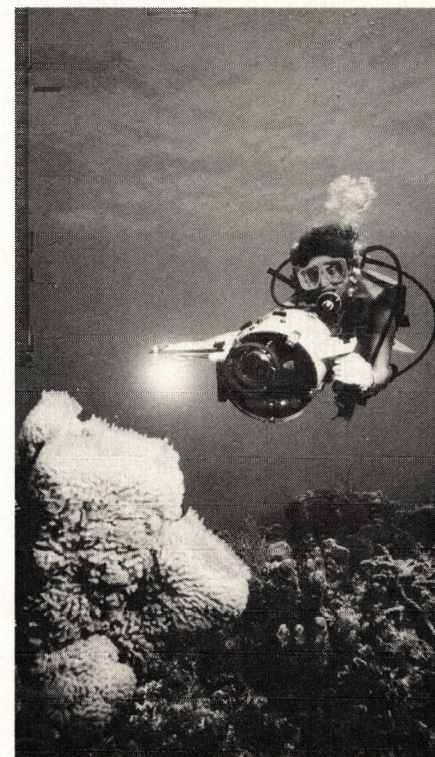
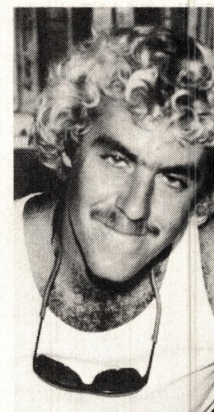
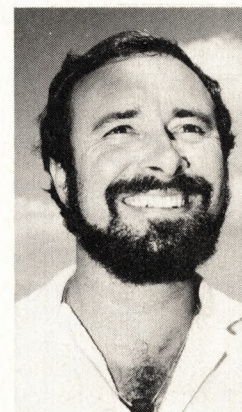
One of the most fascinating dives of Seven Mile Beach lies almost directly out from Surfside. It is the wreck of the *Oro Verde*, a 184 foot steel freighter sunk in 50 feet of water. The still-intact shipwreck is exceptionally photogenic; she looks like a ghost ship complete with wheelhouse, davits, winches and cargo hold—often covered with schools of fish. It is a

terrific spot for fish feeding as most of the finny residents are tame.

SEVEN MILE BEACH CONDOS AND HOTELS

As for accommodations, Surfside offers attractively priced dive packages with the Christopher Columbus, a lovely condominium right on Seven Mile Beach. This facility has 25 suites of varying sizes, a freshwater pool and a wide expanse of sand beach. Most guests rent a car for the week to get around the island for sightseeing, dinners and diving. For those seeking slightly more upscale ac-

SURFSIDE



commodations, Surfside uses Plantana, a 40 suite condo nearby.

RUM POINT SHOP

Surfside's new Rum Point Dive Center is on the North Side of Grand Cayman, close to the edge of the fabulous North Wall. It is adjacent to some of the finest diving in the Caymans—vertical drop-offs that are rich with marine growth and dazzling colors. Most dive sites in this area are close to virgin, being visited by only a handful of divers per week.

The shop consists of a spacious scuba boutique, an U/W video department, a

NORTH SIDE DIVE SITES

The Surfside dive staff has already charted more than two dozen spectacular wall and unique shallow reef dives within an eight mile stretch of the North Wall. Some of the sites are familiar favorites, but most are new discoveries.

The western edge of Rum Point's diving territory is marked by Tarpon Alley, unquestionably Grand Cayman's most famous North Wall site. This is the home of numerous silvery tarpon that congregate in a long, narrow coral ravine. Diving depths range from 60 to 80 feet and there are often 100 or more of these mighty fish milling around. Divers can swim among the tarpon and obtain startling, up close photographs. It is a unique adventure.

Adjacent to Tarpon Alley is another site called Valley of the Rays. This is a

NORTH SIDE CONDOS AND HOTELS

The North Side of Grand Cayman offers a lot more than just fabulous wall diving. This area of the island is secluded, peaceful and filled with natural beauty. There is a lovely sand beach right at Rum Point and plenty of opportunities for sailing, snorkeling and sunbathing. It is an entirely different world from the hustle and bustle of Seven Mile Beach.

Should you decide to stay at Rum Point for a few days, Surfside has an excellent package with The Retreat. This is one of Grand Cayman's most beautiful condo facilities. Built right on the point, The Retreat consists of 23 magnificent suites, each with an ocean view. Guest facilities include tennis courts, a freshwater swimming pool, spa and exercise room. Best

SURFSIDE



Opposite page: Anne Flinn videotapes a large vase sponge; Rod McDowall, Surfside vice president and general manager (far left); Jim Obrecht, Surfside's Seven Mile Beach dive manager. Left: Bob Carter, Rum Point dive manager. Right: Divers can choose Surfside's Seven Mile Beach operation, in the center of tourist activity, or the operation at Rum Point, for a more relaxed stay—or a combination of both.



repair department and an air fill station. There is a Mako air compressor, 50 aluminum 80 cubic foot tanks and an assortment of rental dive gear and cameras.

The shop is managed by Bob Carter and staffed by two scuba instructors and two retail salespeople. Carter is a friendly Canadian expatriate who formerly owned a dive store in British Columbia.

The Rum Point facility has two dive boats for scuba and snorkeling. The *Rum Point Diver* is a 38 foot Delta V-hull custom designed for diving. It can carry up to 20 divers and cruises at 15 knots. She is fitted with a stern dive platform, walk-through transom and flying bridge.

Dolphin I is a 20 foot flattop catamaran that can carry up to ten divers, but is used primarily for snorkeling. The shallow draft of the flattop is perfect for cruising among the shallow coral gardens in North Sound.

The Rum Point shop operates pretty much the same dive boat schedule as Seven Mile Beach. The boat departs at 9:00 am for the two tank dive. The afternoon trip leaves at 2:00 pm. Snorkeling is available. Night dives are arranged upon request.

sprawling, flat sandy area inhabited by a dozen or more giant stingrays. Farther east is a newly discovered site known as Chinese Wall, a vertical drop-off loaded with brightly colored sponges. At Robert's Wall, there is a 75 foot long coral tunnel that exits onto the wall at 90 feet.

One of my favorites is Gale's Mountain. The lip of the wall rises to a depth of 35 feet and is shaped like a mountain peak. The outside edge is a sheer vertical drop-off and there are coral tunnels beneath the mountain peak. Nearby is Grand Canyon, a large U-shaped indentation in the edge of the wall. White Stroke Canyon is a magnificent sand chute and features an awesome coral overhang where the wall actually undercuts the reef. Other tantalizing sites include Party Palace Wall, Long Tunnel, Susan's Wall, Krystal's Palace and Little Grand Canyon.

Bob Carter's favorite is Andes Wall, a giant coral overhang with a horizontal tunnel passing through it. The all-time favorite among visiting guests is The Gallery, a long, narrow coral tunnel that exits onto the vertical wall in two places. The sponges and seafans are breathtaking.

of all, the rooms are just a few steps from Surfside dive center and the adjacent Rum Point Club restaurant.

If you prefer hotel accommodations and services, Surfside also offers a great package with the Villa Caribe Hotel. Five miles from the dive shop, this two story mini-hotel has 14 air-conditioned rooms (with ocean views), a very fine restaurant and a large color TV in the lobby. The hotel staff is exceptionally friendly and divers are indeed welcome.

The most innovative aspect of the Rum Point development is that Surfside can now offer a special split-island package. This program allows guests to spend time at both Seven Mile Beach and Rum Point. The package consists of four nights at Seven Mile Beach and three nights at Rum Point. It includes four days diving along Seven Mile Beach and two days of adventure on the North Wall.

For more information about Surfside dive centers and their split-island package, contact: Joe Donahue, Surfside Watersports USA, 330 South Main Avenue, Scranton, PA 18504 or telephone (800) 468-1708. If the line is busy, try (717) 346-6382.

Satin days, velvet nights. The *Lammer Law*, the "big blue ting," rides the gentle swells majestically, her spinnaker billowing full. She is heading for the open sea, eight miles north of Tortola in the British Virgin Islands. She carries a full complement: 18 passengers—12 of whom are divers—her captain and a crew of five.

During the crossing, assorted bodies sprawl on the huge top deck, worshipping the sun, while those remaining in the luxurious saloon below talk, read or assemble camera gear.

Someone spots the goal, a Japanese freezer ship sunk in 80 feet of water. Duncan Muirhead, skipper and owner of the *Lammer Law*, calls out "Well done," and the exciting process of anchoring the 96 foot trimaran begins; her sails are dropped and furled, then the clanking roar of the two anchor chains rises above the slap of waves against the floats. Soon a crew member shouts, "We have a bite." Quickly the divers gather on the large back deck to suit up.

The *Chikuzen* has lain on her side on the ocean floor for four years, collecting an astounding amount of sea life. Because of this the wreck is one of the most prized dive sites in the islands, but it is hard to find her and harder still to spend any extensive time exploring her. Only a boat as large and well equipped as the *Lammer Law* can anchor above the *Chikuzen* and stay, if she wishes, until weather forces a move.

When the divers drop into the brilliant turquoise water and begin the descent to the shallowest part of the wreck at 50 feet, they are immediately encircled by a resident school of amberjacks. Duncan swims rapidly away, then reverses course. The jacks go with him; obviously they want to play.

The 50 or so large barracuda, however, are imperious and standoffish. They come in a few at a time to satisfy their curiosity, then casually drift off again. A blacktip shark is seen at various points by several divers, but is never close enough to please the photographers.

Around the decks and rigging of the sunken ship are gigantic schools of snappers, cottonwicks, crevalle and horse-eye jacks, pompano, cobia, kingfish, spadefish, even pairs of angels and a variety of small reef fish. Covering the hull are oysters and enough small creatures to satisfy anyone more interested in macro subjects than in the fascinating larger life surrounding the ship. On the sand bottom two southern stingrays remain long enough to be petted—in fact, they seem to enjoy the caresses.

Reports from previous *Chikuzen* dives include sightings of a six pack of eagle rays, lemon and nurse sharks, an occasional jewfish or two and once, a hump-

back whale that visited lucky night divers and to everyone's amazement was still basking nearby the next morning.

There is a rule while investigating the *Chikuzen*: Wherever you are looking, don't forget to look over your shoulder also, for there will certainly be another large creature swimming past.

One of the great advantages of diving from the *Lammer Law* is our option of staying an extended period of time. Spending the night anchored in open water, miles from the nearest land, watching through the hatch of a comfortable cabin as luminous clouds float across a silver slice of moon, makes a magical experience out of what would have been at the very least, a very special dive vacation.

After a night of cradled sleep there is a morning excursion that proves the creatures below have truly adopted the *Chikuzen* as home. Then, reluctantly, the

the floor, 60 feet becomes the deepest point of the dive.

Inside the cave, gigantic boulders form many ledges and nooks for creatures to inhabit. A reclusive jewfish and a nurse shark live there. On the walls and ceiling are large sponge crabs dragging pink, yellow or beige camouflage on their backs. When disturbed they simply let go and drop, like stones. There are colorful rock lobsters, some no longer than a human finger, several varieties of shrimp, some with giant glowing eyes.

We choose to exit through the final section of cave. There is enough surge to carry us past a school of copper sweepers and through the shallow passage into open water as easily as if we had been riding a surfboard.

Annie and Duncan Muirhead have been in the islands for 14 years. Duncan has long since familiarized himself with

Lammer Law


BLUE LADY OF THE BVI

TEXT AND PHOTOGRAPHY
BY NANCY FERGUSON

Lammer Law prepares to leave: The sails are hoisted and her bows pointed toward Tortola for a new adventure, another that few have been privileged to enjoy.

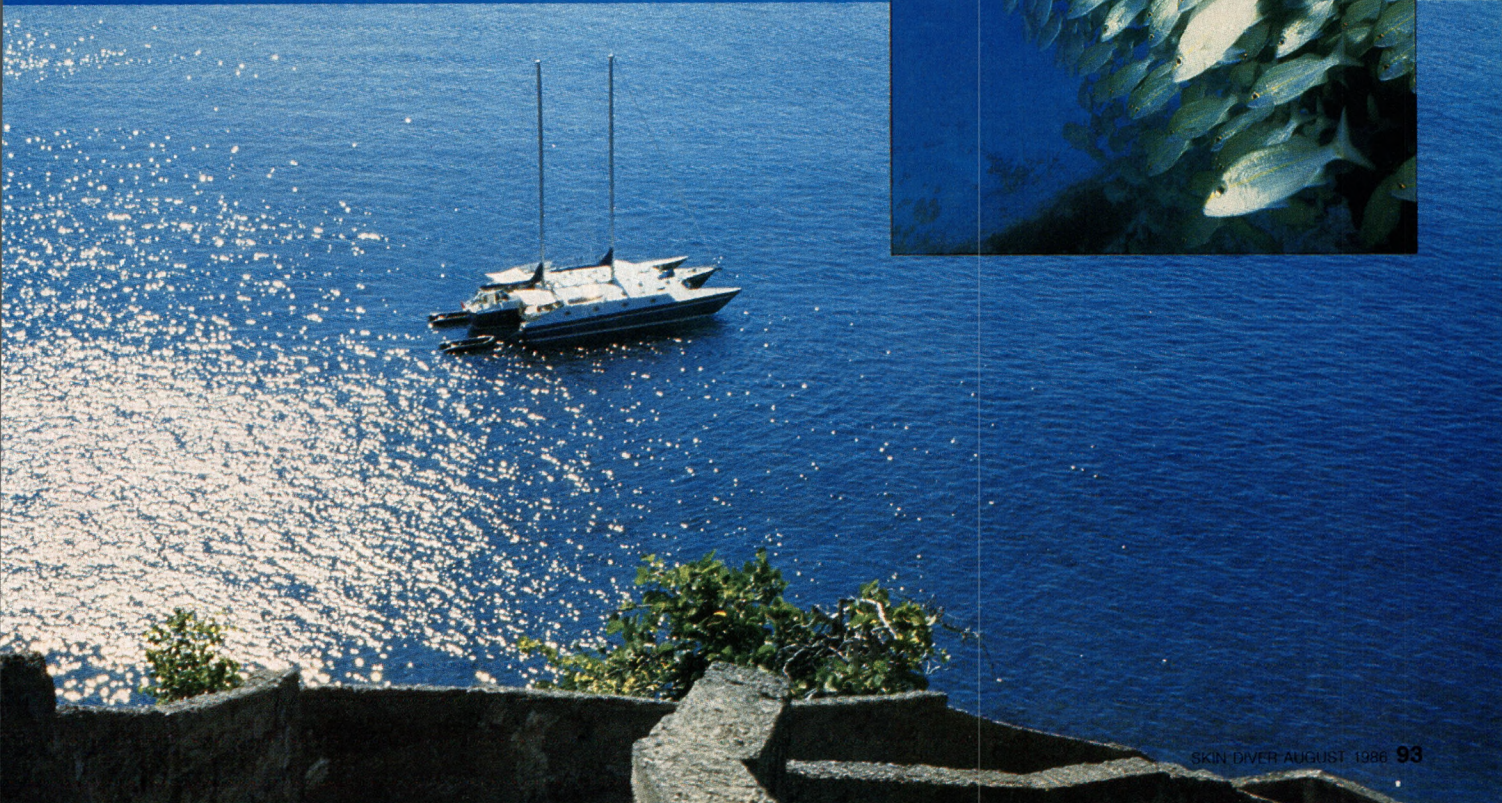
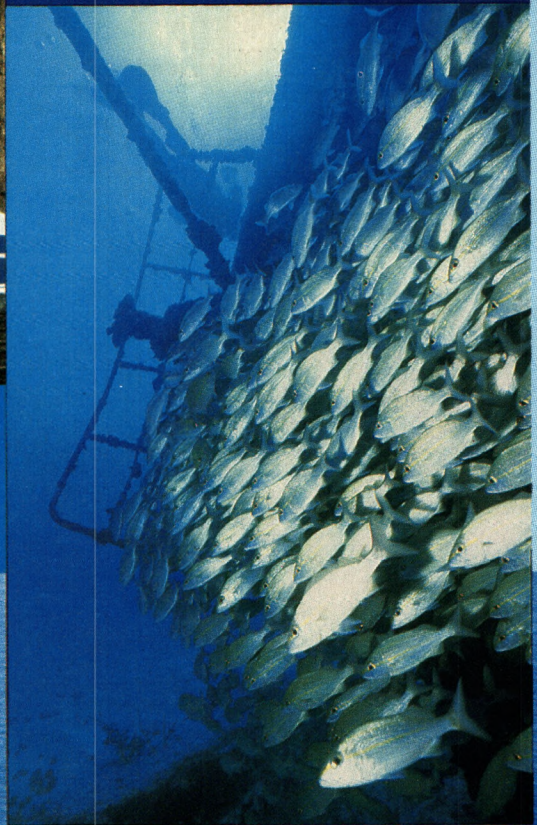
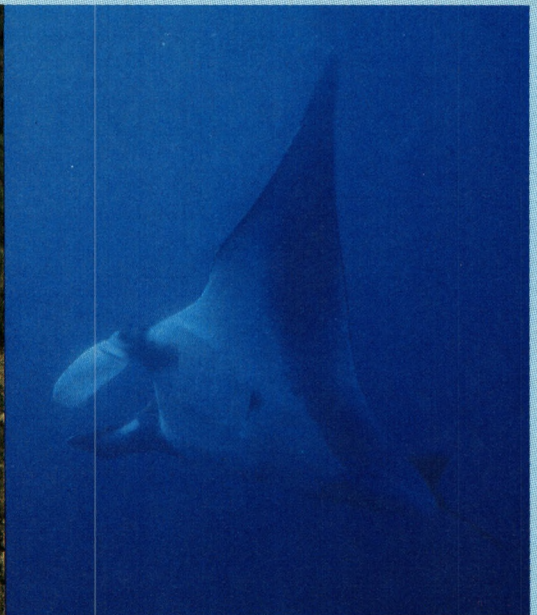
Tortola's north side is less clement than the well known, more sheltered Sir Francis Drake Channel dive sites. Duncan has discovered many places in both areas that are unknown to most other dive operators in the British Virgin Islands. One of these has been named Grand Central and is located, appropriately enough, between Park Avenue and Times Square. It is a large cave. There is no danger in any section of this cavern of being lost or trapped, for there are three entrances, one of which is always visible. The first, at about 30 feet, where a school of juvenile highhats currently resides, leads to a main cavern that drops to 80 feet; a second entrance—or exit—is a shaft that ascends vertically to the surface from this cavern. With little to see on

every aspect of the diving, with the advantage of a live-aboard vessel to assist him in his explorations. Therefore, though he knows the more familiar sites as well or better than anyone, he also has an amazing list of lesser known sites. What this means to a guest on the *Lammer Law* is that, though it is possible to be first on the *Rhone* in the morning and last on her at night, it is also possible to see the huge twin green morays—and the anchor—at Mystery Anchor, the mantas at Rocky Mountain High, the sand channels and anemones at Lee Bay, or the caves and caverns at the Blinders. And, all of this with the comfort of a spacious cabin, a private head and shower, gourmet food and a helpful, attentive crew. There is no better way to go!

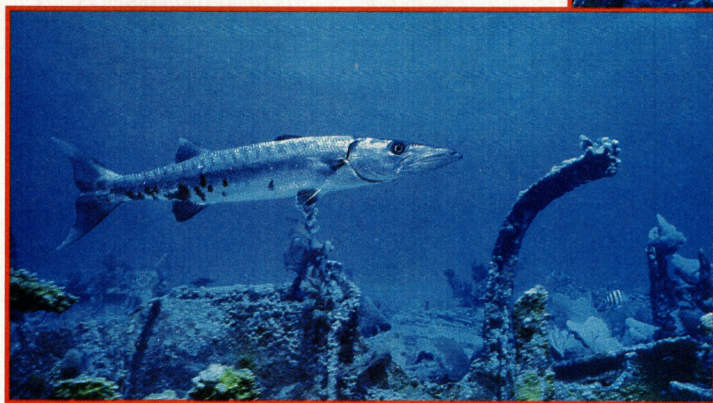
For information on a *Lammer Law* vacation contact: Trimarine Boat Company, Homeport, St. Thomas, USVI 00802; (800) 648-3393 or (800) 448-8866. 



The *Lammer Law* is a 96 foot live-aboard trimaran that anchors over such hard to reach British Virgin Island dive sites as the *Chikuzen*, where gigantic schools of reef fish and pelagics congregate. Larger animals such as rays and even a humpback whale have been sighted here. The vessel features an attentive crew and roomy cabins with private head and shower.



American Diving Headquarters, at Mile Marker 105.5, offers divers trips to every part of Pennekamp Park. Right: The *City of Washington* wreck at The Elbow. Bottom right (top to bottom): Captain Mike Gaddy, Harry Keitz, Jr. and Dave Houts. Down from below: American Diving Headquarters; pet barracuda at the *City of Washington*; the dive boat *American Diving I*.



Harry Keitz's American Diving Headquarters

Guaranteed Diving In The Florida Keys

TEXT AND PHOTOGRAPHY BY STEVE LUCAS

Like a silver torpedo, he flashed from nowhere right into our midst. It must have been the scent of the food being offered to the yellowtail snappers by the dozen or so divers swimming around the wreck with us that enticed him. Whatever got his attention, it was obvious this barracuda meant no one harm, he was there only for a handout.

From one diver to another he swam, coming close enough to touch our masks. Then, he'd take the baitfish from any outstretched hand almost politely. When he turned sideways his menacing teeth gleamed like an aquatic wolf's in the bright light of the shallow water. His sleek body seemed ferociously large, but when he turned to face us his shape allowed him to all but vanish into the blue background. Like the big green moray that swam free of cover nearby, and its smaller spotted cousins hiding beneath the remains of the *City of Washington* shipwreck, this barracuda was no menace. It is just one of the many divers' pets that live and swim in Key Largo's Pennekamp Park.

I first met several of these creatures, or at least their aunts and uncles, more than ten years ago. At the time I first experienced Pennekamp's colorful reefs there were considerably fewer dive charter operations than exist today. The first one that could be found then, along U.S. Highway 1, was Harry Keitz's American Diving Headquarters. Since I was very anxious to see a living coral reef for the first time in my life, I did not spend much time checking out the competition. Within an hour of spotting Harry's sign I was aboard one of his boats and on my way to an experience that helped change my work clothes permanently from a banker's suit to a wetsuit.

Today, the American Diving Headquarters store at Mile Marker 105.5 looks much the same as it did when I first saw it. It's a diver's department store! When Harry Keitz, Sr. established it in 1962 he was said to have a passion for being the

largest and the best. Harry Keitz, Jr. must have inherited that passion. Not only does Harry's crew take divers on his three fast boats to every part of Pennekamp Park, his operation is one of the busiest in the Keys for equipment, beachwear and T-shirt sales, as well as rentals, repairs and instruction. He has one of the largest staffs of dive instructors on the island. They help with everything from referred student checkouts to private, full certification classes.

According to operations manager Dave Houts, Harry's real passion is customer service. He is so obsessed with every charter passenger being totally happy with his or her dive experience that he offers what may be the only guarantee of its type in Florida. His fliers have the following boldly printed on them: "Note: All Charters Are Guaranteed! If you are not satisfied with sea conditions, visibility or it becomes a marginal day-stay onboard you will receive a refund! We Want Your Repeat Business."


I can't really say that Harry's service has changed much since the first time I experienced it. It is hard to make a well oiled machine operate beyond peak performance. And, American Divers has a reputation for operating at peak performance. The service begins as soon as you climb aboard one of his boats. Before you even leave the dock you will know exactly where you are diving, what you can expect to see, the sea conditions and reported visibility. After you ready your first tank you don't do anything other than enjoy the ride and dive. At the first site you and your buddy move to the wide transom with mask and fins only and sit. Once you've pointed out your tank to one of the divemasters, he or she will bring it to you and help you put it on. Then, take one step and you're in the water!

When you climb back up the ladder your gear will be taken off your back and stowed for you. Go get something to drink, because by the time you finish downing it your next tank will be ready

with backpack, BC and regulator in place. That's right—everything is done for you by the crew. When everyone is back onboard the crew will move the boat to the next dive site and the entire procedure is repeated with very little effort on your part. Outside the Caribbean, how many dive operators have you seen that offer that kind of service?

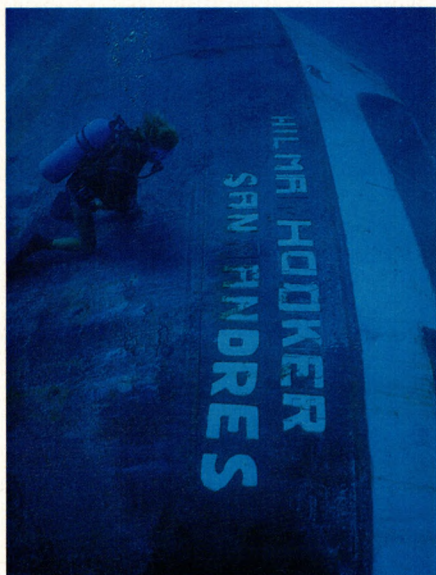
If you are a regular visitor to Pennekamp you will probably see some new parts of the park by simply boarding an American Diving boat. Instead of restricting themselves to only one or two major sites, Harry's boats regularly venture to many of the less often dived reefs in and around the marine reserve. In addition to the *City of Washington* wreck and the reefs at The Elbow where the tame barracuda and morays live, you can get on a charter to see the famous Christ of the Abyss statue; North and South Dry Rocks; the *Benwood* Wreck; Carysfort, South Carysfort and Watsons Reef; as well as the more often dived Molasses and French Reefs. One special all day package, the Seasonal Scuba Package, allows you to use three tanks of air and gives you plenty of snorkeling time on three different reefs.

If you're planning to spend a week or more seeing the park on your diving holiday, American Diving Headquarters has arranged special accommodation packages with Gilbert's Motel and Marina just a few miles north on Jewfish Creek. With its own restaurant and lounge, as well as a pool and other amenities, you and your nondiving friends will find it a very comfortable base for exploring the Florida Keys. And, with a little encouragement, you could introduce them to the underwater world by taking them along on one of American Diving's boats, where snorkelers are always welcome.

For more information call: (800) 634-8464; in Florida (305) 451-0037; in Miami 246-1252. Write to Harry Keitz's American Diving Headquarters, Route 1, P.O. Box 274-B, Key Largo, FL 33037. 

HILMA HOOKER

Perhaps it was just the name that made someone suspicious or perhaps an inside tip. Regardless, when she lost power just off the coast of Bonaire and was towed to the main pier on the island, it was not too long before a search was conducted. Soon after that the cargo ship *Hilma Hooker* went into the history books



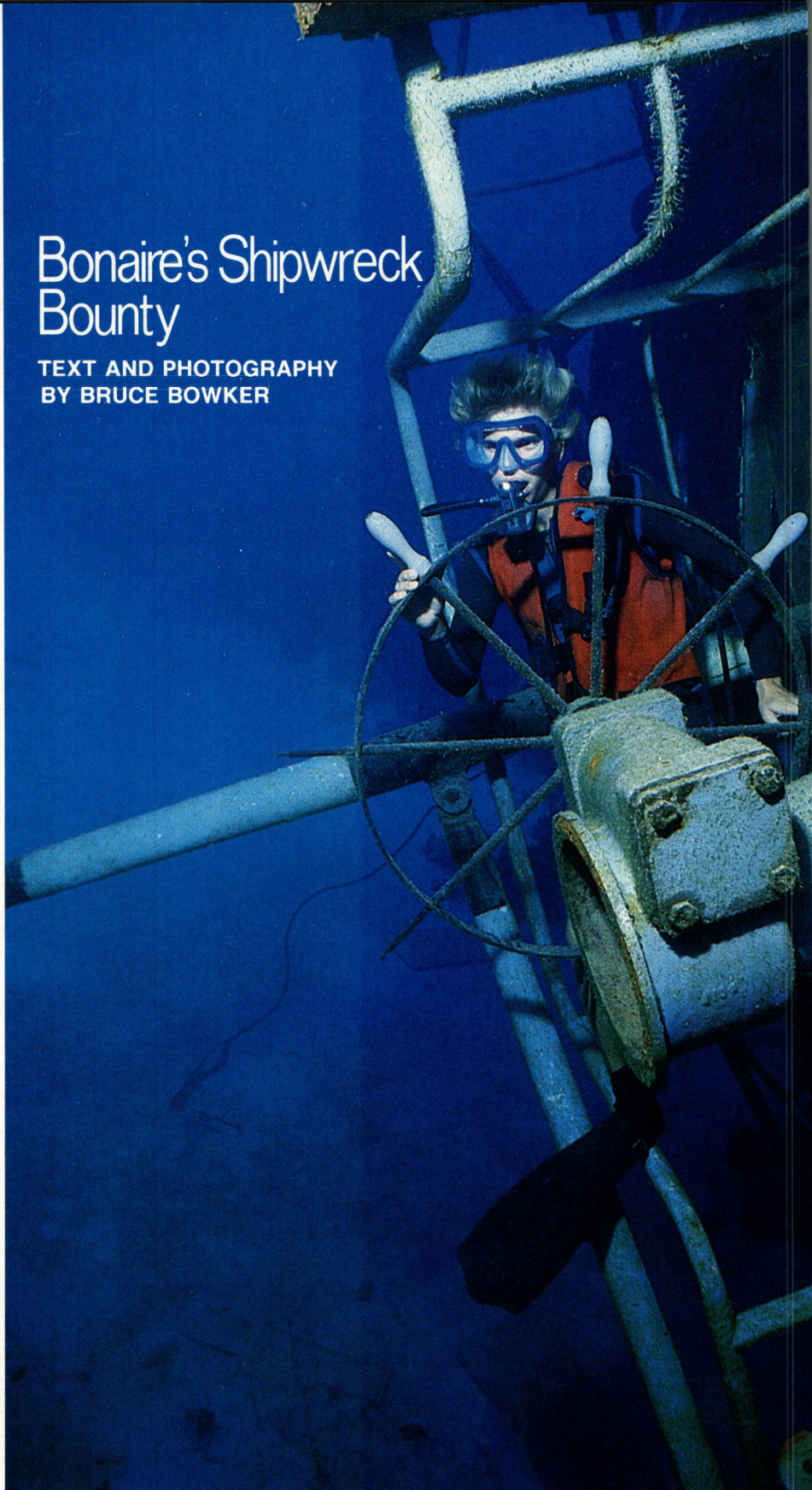
as a drug smuggler: 25,000 pounds of marijuana were removed from between a real and a false bulkhead and placed on shore by the authorities.

All of this immediately induced Bonaire dive operators to appeal to the government. They wanted the ship to be purposely sunk as a dive site. Hopes ran high as everyone wrote letters and called meetings to discuss a location for the sinking and what would be necessary to make the ship safe for diving once it was sunk. All these hopes and plans were soon dashed. The ship could not be sunk because it was evidence for the Attorney General's office of the Netherlands Antilles. If the owner was proven innocent the ship would have to be returned in the same shape it was in when confiscated.

The *Hooker*, therefore, remained tied to the pier as legal processes moved on. Of course, leaving this unmanned ship tied to a pier was not only expensive but dangerous because of the many leaks in the very poorly kept hull. The owner apparently was not about to come forward to answer questions and pay any mainte-

Bonaire's Shipwreck Bounty

TEXT AND PHOTOGRAPHY
BY BRUCE BOWKER



Dale Stokes takes a turn at the steering wheel outside the aft cabin house of the *Hilma Hooker*. Above left: A diver examines the *Hooker* less than an hour after she sank to the bottom off Bonaire. Note that the ship's name appears to have been hastily painted over raised lettering reading: *William Express*, Panama. The *William Express* was just one of the mysterious vessel's former names. Opposite page: Early morning beachcombers watch the last moments of the *Hooker*.

nance or towing charges or dock time. It was necessary something be done soon or the ship could sink right at the pier causing very expensive problems. A decision was made to move the *Hooker* to a permanent anchorage until all legal aspects were cleared. Owing to a great deal of foresight within both the government and the Bonaire Tourist Bureau, another meeting was called so the dive operators could suggest an anchorage that, in the event the ship should sink, it would be safe for navigation; cause the least amount of coral damage; and possibly, become a dive site.

After many months of being tied to the pier and pumped of water, on September 7, 1984 the *Hooker* was towed to an anchorage. As the days passed, a slight list became noticeable. The list was even more obvious one morning. The owner was still not coming forward to claim the ship and maintain it so the many leaks added up until on the morning of September 12, 1984 the *Hilma Hooker* began taking in water through her lower port-holes. At 9:08 am she rolled over on her starboard side and, in the next two minutes, disappeared.

As spectacular a sight as it was, hardly anyone watched the last few minutes of the *Hooker's* topside life. Within seconds after she disappeared from the surface she settled in 90 feet of water on her starboard side. There was no fanfare because it was not intended that she sink.

The *Hilma Hooker* was a general cargo ship with a length of 71.8 meters. She is about 11 meters wide and her tonnage, 1,027. Prior to being the *Hilma Hooker* the ship was known as the *Doric Express*. Before that she was the *Anna* and before that the *William Express*. Before that she was the *Mistral* and before that, the *Midsland*! She was built in Holland in 1951.

Because the ship was being held as evidence in a drug case, nothing was allowed to be touched. The *Hooker* sank with everything on board. It is not one of those totally stripped wrecks made for diving but a true, honest-to-goodness shipwreck. This can create problems, though. The bunk rooms were still filled with debris such as beds, dressers and, occasionally, some articles of clothing. Many doors were still attached and those made from steel can be hard to move. A great deal of caution and discretion is necessary for anyone planning on diving the *Hooker*.

For those familiar with Bonaire, the wreck is in the area of the well known dive site called Angel City. This is a system with an inner and an outer reef separated by a white sand bottom. The *Hooker* rests on this latter.

Only 90 minutes after she sank the first divers went down on the *Hooker*. The harbor master of Bonaire wanted to know if the wreck was deep enough not to be a navigation hazard as soon as possible.

Exactly 50 feet of water was between the surface and the ship, making it plenty safe for navigation and diving.

A reddish brown haze surrounded the lower half of the wreck as rust and dirt settled out of the cargo holds. It was an eerie feeling seeing a ship that was floating on the surface only a few hours ago. The temporary low visibility added to the feeling. Already, many fish were looking over the wreck, probably arguing about who would get which room for a new home. A large ocean triggerfish swam slowly over the hull, apparently not taken aback by this new addition to its territory.

Air still bubbled out of various holes rusted through the hull at the waterline. It was obvious that little was done to keep this ship in shape except for its one main job of making some quick money. An occasional drop of oil, mixed with the air



bubbles, slowly made its way to the surface. It was amazing how little oil there was. The only real pollution from the wreck was an odd piece of wood that someone will eventually find washed up on shore on another island or coast.

Boats showed up the next day with many anxious divers waiting to get a first look at the *Hooker* underwater. Even from the surface it was obvious there was a shipwreck. Its outline, 50 feet below, could be seen easily from above. The visibility had already cleared up 100 percent and now one could see the entire ship in the crystal blue water.


The ship itself has two large deck houses, one aft and one amidships. The galley and crew's quarters were aft. Amidships is the wheelhouse and chart room. In front of each is a huge cargo hold, completely open, with no debris. Below the aft house is the engine room: No one should venture here. Loose deck plates that once covered the bilges, and many other objects, are cast about haphazardly. There are countless items upon which a diver could very easily get hung

up. Visibility is very low with virtually no light penetrating the compartment.

Although the shipwreck has areas that are dangerous, it is still a wreck divers of all levels can fully enjoy if just a bit of good judgement is used. Beginners who want to explore it can easily stay at a depth of 60 feet and swim around the outside. Those with a bit more experience can dive to 70 feet and explore some open passages. This should be done with an experienced buddy. It should be planned well so no one gets too deep inside the wreck. Very experienced wreck divers may want to see as many different compartments as possible. The maximum depth is 90 feet so everyone must really pay attention to bottom time and depth. One comment most divers make is that it is so easy to go a bit deeper than expected and for longer than planned.

Because of the size of the wreck, numerous moorings have been placed for the dive boats. All of Bonaire's dive shops visit the *Hooker* on a regular basis. Because it can be deeper than most, the trips to the wreck are usually the first dive in the morning. It would be very difficult to crowd this wreck. And, since it lies between two reefs it is possible to finish the dive among the most varied corals in shallower water.

Photographic possibilities are unlimited. One of the favorite shots is with a diver next to the large bronze propeller. Another is the outside steering wheel on the aft cabin house. This is near the funnel of the engine room, which is another favorite shot. Views down the passageways and silhouettes are spectacular in the clear water. These areas are all outside the wreck at reasonable depths, making picture taking possible for everyone. Many fish have made the wreck a permanent home.

For years Bonaire has looked for a ship that could be used as a wreck. With the *Hilma Hooker*, what began as a bad idea for someone turned into a lucky break for Bonaire and its divers. 

*Post Script: Since completion of this article new evidence has been brought to light regarding the actual sinking. The source of this information wishes not to have his/her name mentioned but it can be said it comes from high up in the Cap'n Don's Habitat staff—sort of at the very top, you could say. This source says he/she witnessed a phosphorescent wake cutting through the water late the night before the *Hooker* sank. It is claimed it was a torpedo from the German submarine U-156, which has not been seen in these waters since last attempting to blow up the Aruba refinery on the evening of February 13, 1942. Capt. Hartenstein, skipper of the U-156 has not been seen since then either, so he was not available for questioning.*

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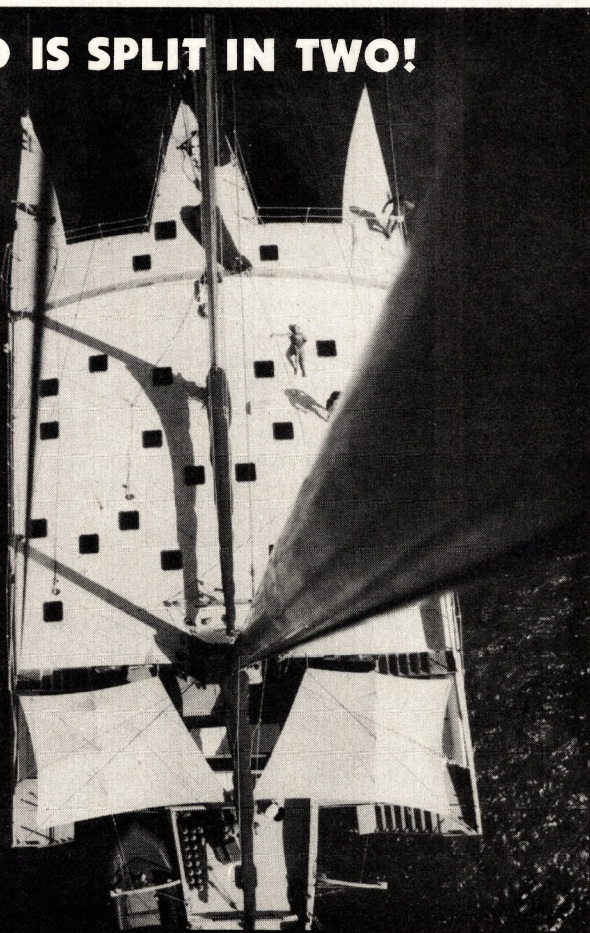
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BAHIA HOTEL

(Continued from Page 68)

vailing trade winds and currents form an upwelling in the channel, constantly washing the reef with clear water and nutrients. The fish love it and so does the coral. At times, the current can provide an exciting drift dive; at others it can scarcely be felt.

Newcomers to Cozumel, particularly new divers, should do a shore based refresher dive before heading out on the boats. If this is not feasible, I'd suggest novices skip the deep dive on the first day if a current is present and make the second shallow dive their introduction to Cozumel. Intermediate and experienced divers will find the drift diving great, but underwater photographers should take care when shooting pictures. If you try to anchor yourself on the reef you will almost always damage the coral and perhaps reward yourself with a coral cut. Take extra caution if you haven't shot photos in currents before.

After the boat had reached Tormentos, Carlos Mena explained the dive plan. Since little current was present, we were going to feed some groupers. Thinking this meant 10 to 20 pound fish we headed down to 70 feet and the top of the wall. The coral heads loomed 30 feet above us and there was no shortage of dramatic shots. Then, three of Carlos' groupers appeared. The small one was 50 pounds and the larger ones I'd estimate at 70. Carlos feeds them patiently, bringing them right up to his facemask and displaying the fish handling skills of the veteran diver. Keeping one eye on the fish, one eye on the group and keeping track of bottom time is no small feat, but he manages with ease. The groupers hang around as long as there's food and can be found on many of the sites. The reef structure is so varied that Tormentos is really three or four dives, at different depths (100 feet maximum) and with different scenery.

After the first dive I was introduced to a delightful break that has become a Cozumel ritual. Instead of heading back into town, the boat joins 20 others at San Francisco Beach. Food can be purchased, or brought and barbequed by the dive guides, as is usually the case with Carlos Sierra's Dive Cozumel operation. In addition to being a great lunch break, you can burn off nitrogen by swimming, sunning or joining other divers in a volleyball game on the beach.

The second dive is typically shallower, 40 to 60 feet. At Paradise Reef, the eels, grouper and yellowtails are all trained to delight divers. The corals are not as dramatic as the drop-offs, but the marine life more than makes up for it. The angelfish are unafraid and willingly pose for pho-

tographers. At 500 psi, you surface and, if it's a drift dive, you're picked up by the boat that's been following the group. For this reason, it's a good idea to always stay in contact with the other divers. While the diving is certainly not regimented, drift diving is most safely done when the group stays together.

As mentioned before, almost every dive site is actually two or three different sites. You can dive the wall and drop-off, or the sand channels and tunnels at the top of the wall and usually a shallow area as well. You won't run out of good diving in Cozumel. The following are a few of my favorites: For deep drop-offs, try Santa Rosa and Colombia. For intermediate depths, try the middle and outer areas of Chankanaab. Or, for a 50 to 60 foot dive, try the Christ statue at Horseshoe Reef. After the statue, see the rest of the reef. There is usually no current at these two middle sites. For really shallow diving, try the Airplane Wreck and patch reef off La Ceiba Hotel, near the dive operation.

After the second dive, it's back to the dive shop and there's usually time for sightseeing or shopping. Remember, this is Mexico and that means at siesta time (12:00 to 2:00 pm approximately) most stores are closed. So, getting back into town in the mid-afternoon is convenient. The stores and shops stay open until after dark and there's plenty to do. There are 17 miles of accessible beaches and it's not hard to find a deserted one. It's not hard to find a crowded one either. It just depends on what you're looking for. Shopping, in addition to T-shirts and the usual souvenirs, centers around silver jewelry, wall hangings, pottery and clothing—all at very moderate prices.

After a week, I came to enjoy downtown San Miguel. If you're looking for more than a quiet diving vacation, you probably will, too. Cozumel is a fantastic value. For more information about the Bahia Hotel, contact their stateside representative direct by calling (800) 446-2166. Texas residents should call (713) 446-2166. Or you may write to the following address for information: Two Worlds Travel, 1307 First Street, Humble, Texas 77338.

NEPTUNE MEMORIAL

Frank's Dive Shop in Riviera Beach, FL has sponsored the establishment of a King Neptune Memorial along the North Breakers Reef. The founder of the project was Mark Mathews. He raised all the money from local contributors.

The statue, King Neptune, the King of the Sea, stands seven feet tall. He guards a loggerhead turtle (representing this is a threatened species). On the other side of the statue is a green sea turtle (representing this endangered species). The purpose of this project is to draw attention to the fact these turtles are becoming rare and, simultaneously, to attract more divers to the sea.



Atlee Evans



Clint Ebanks

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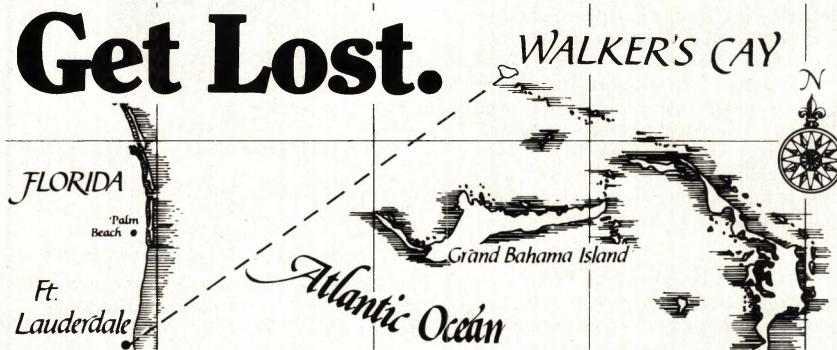
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BOB SOTO'S STAFF

Three Bob Soto's staff members have been promoted: Christine Lexau, formerly manager of training, is now director of operations and training. A Soto's employee since 1983, she most recently developed a scuba scholarship program for Caymanians and local residents. She is also currently a member of the Cayman Islands Red Cross Society as a volunteer CPR instructor. A PADI, NAUI and YMCA



Christine Lexau, Ed Sachs, Laurie Newins.

instructor, she brings a wealth of experience to the management team.

A former manager for business controls, Ed Sachs brings 31 years of experience with IBM, in service and management, to his new Soto's position as director of engineering and maintenance. He is a retired IBM customer engineering branch manager. Through five years prior to his IBM retirement, he made many trips to Grand Cayman. During that time he also earned a PADI divemaster rating.

Laurie Newins, manager for reservations, is a former resident of Yuba City, CA. As a biologist, she began working temporarily in sales for Bob Soto's in 1981, while maintaining a full time position with the Cayman Islands Mosquito Research and Control Unit. Shortly after returning to Cayman in February, 1983, Laurie became a PADI/NAUI instructor and assumed management duties at the Holiday Inn dive shop.

HUGHES ALL-INCLUSIVE PACKAGE IN BONAIRE

Peter Hughes Diving, at the Divi Flamingo Beach Hotel and Casino on Bonaire, has a new all-inclusive vacation package for divers. Dive Bonaire features one of the world's largest and most versatile fleets of dive boats.

The package includes: first class air-conditioned accommodations at the Divi Flamingo Beach Hotel and Casino; breakfast, lunch and dinner daily; unlimited bar beverages; welcome cocktail; round trip transfers between airport and hotel; unlimited diving with tank, backpack and weightbelt; unlimited use of the tank for daytime shore diving with free air fills; guided boat dives as scheduled; and

tax and service charges on rooms, meals and diving.

Divi Flamingo Beach Hotel and Casino recently opened a new conference center and a complete photo facility with 24 hour E-6 color processing, underwater video and photography lessons and equipment rental. In conjunction with the new all-inclusive package Photo Bonaire will process every fifth roll of film free of charge.

Peter Hughes plans to be in residence on Bonaire on the following dates: Aug. 16-30, Sept. 27-Oct. 11, Nov. 1-15 and Nov. 29-Dec. 19.

Information and reservations can be obtained from recognized travel agents or the Divi Hotels Executive Office; (607) 277-DIVI or toll free (800) 367-DIVI. ✂

ST. CROIX WRECKS

The island of St. Croix now features wreck diving. The *Suffolk Maid* is a 133 foot cargo boat, sunk off the island this year. It lies upright in about 70 feet of water off Butler Bay, Frederiksted. The British-made ship, built in 1961 under the name of *Mt. Tiberian*, was originally a fishing trawler in the North Sea. It was brought to the Caribbean in 1981 to be converted to an island freighter under the new name of the *Suffolk Maid*. However, some difficulties arose and the vessel sat in Frederiksted Harbor for a few years.

In November 1984 tropical storm Klaus ripped the vessel from its mooring and violently swept it shoreward until it came to rest on the Frederiksted pier. It stayed there for more than a year despite several attempts to pull it off the pier.

In November 1985 the superstructure was removed in hopes that by lightening the vessel she would loosen her grip on the pier. The night prior to the ship's actual removal, the seas became rough and winds picked up. The next day crowds lined the street as a barge fitted with a crane, pulled by a workboat and the local dive boat, coaxed the *Suffolk Maid* from its resting place. The crew had anchored the ship in a position for sinking. But, the seas continued to build, winds blew, the anchor line parted and the *Maid* slowly ambled back to shore. Several weeks later she was coaxed off the beach again and brought to her final destination.

Like other artificial reefs, the *Suffolk Maid* will undoubtedly become a productive fish habitat on a sandy patch of ocean bottom. Already a barracuda and moray eel have taken up residence on the vessel. This newest reef off St. Croix should soon be one of the most popular dive spots.

Two additional wrecks now rest near the *Suffolk Maid*. The 177 foot cargo ship *Rosaomaira* sank in April and the tug *Northwind* was used as a prop for a movie. The latter lies in only 40 feet of water.

For information about St. Croix wrecks, contact Cruzan Divers in Frederiksted (809) 772-3701 or visit the shop on 12 Strand Street. ✂



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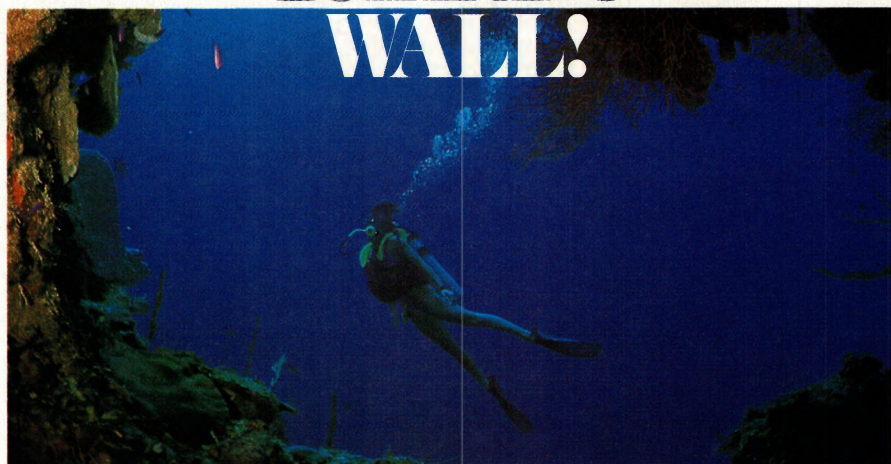
skiing, jet skiing, and para-sailing.

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Grand Turk's Newest Duo



The Kittina Hotel (left), owned by Kit Fenimore, is on the leeward side of Grand Turk. Each room has an efficiency kitchen and is fully air-conditioned. Omega Diving Services of Grand Turk, owned and operated by Gene Alberti and Jean Prindle, features a fully stocked shop, compressor and 60 tanks. The *Fiesta* carries divers to some of the prettiest reefs in the Caribbean.



Kittina Hotel And Omega Diving Service

TEXT AND PHOTOGRAPHY BY GREG JOHNSTON

One of the many pleasures I enjoy while flying south to some Caribbean hideaway is watching the tiny, painted islands pass below me. Like a guessing game, I try to match each island with its name and local history. It is easy to pick which islands are inhabited and which are barren sand plateaus of some ancient U/W mountain. The surrounding waters are alive with shades of neon aquamarine and shifting sand bars dissolving into deep Caribbean indigo. Sometimes the colors change so abruptly, it boggles the imagination to think of a sheer cliff plummeting vertically for more, perhaps, than 1,000 fathoms. One place comes to mind and it's a short swim from Grand Turk's new Kittina Hotel.

Grand Turk is the government seat of the small island nation of Turks and Caicos. The island is the easternmost of the 168 square mile archipelago and is only one and one half hour southeast of Miami by jet.

Cockburn Town, the capital of the islands, is a quick, five minute walk from the hotel. The town is distinctly British, having been an English crown colony for more than 200 years. The buildings reflect the Bermudian style of architecture, splashed in pastel colors of pink, blue and aqua; sort of a *la Miami Vice*.

On the leeward side of Grand Turk, backdropped by rolling, cactus shrouded hills, the Kittina Hotel stretches along a powdery sand beach that is picture book perfect. Each of the newly built rooms is tastefully decorated with plush carpeting,

queen sized double beds, freshwater tubs and showers and rich, wood grained furniture. Each room has an efficiency kitchen and is fully air-conditioned. All 45 hotel units are designed with large, Casa-blanca-style ceiling fans that swirl the cool evening breezes of the tropical trade winds around you as you fall asleep listening to the sounds of the ocean. Each suite has French doors that open onto a balcony. The ocean view at sunset must have been excerpted from the pages of some romance novel.

Across the narrow road, hidden among thriving tropical trees and fruits, is the main hotel. Here, your hosts Kit and Tina Fenimore, island inhabitants for more than 26 years, can be found mingling among their guests.

The cuisine at the Kittina is upscale but unpretentious. You can dine on fine island dishes or American favorites at the Sandpiper restaurant, or enjoy a refreshing rum drink at the Hunraken Pub. Additionally, the hotel offers the convenience of a gourmet and deli shop, for those who want to compose their own out-island creations in the comfort of their suites.

For those nondiving spouses or the ones who cannot simply enjoy relaxing on one of the many chaise lounges next to the freshwater pool, you can ride a windsurfer, sail a catamaran, maneuver a small power boat, cruise the shallow reefs with an Aquascooter, or tour the island on a motor scooter.

Next to the hotel is Omega Diving Service of Grand Turk, a full PADI instructional facility. Omega Diving is owned and operated by Gene Alberti and Jean Prindle. It is fully stocked with rental equipment, a 20 cfm Worthington compressor, and more than 60 aluminum scuba tanks. The 33 foot dive boat *Fiesta* is only minutes away from some of the prettiest reefs in the Caribbean. Omega Diving is a model of efficient service and personalized diving. Three full time instructors are on hand to offer resort courses in scuba diving or one of the many PADI specialty courses. Instruction is available for those who wish to try U/W photography and there is a complete line of Nikonos and Sea & Sea cameras available for rental.

What I liked most about Grand Turk is that each dive was an adventure and not

a prediction. It is not uncommon to be escorted by a troop of eagle rays, buzzed by wild dolphins or simply observed by large, oceanic manta rays. The day before my arrival, a huge humpback whale breached in front of the hotel.

There are more than 38 regularly visited dive sites, far too many for me to explore on my short visit to the island. One evening over a few drinks I asked Mike Spillar, manager of Omega Diving and resident of the island for more than nine years, for a sampling of some of his favorite underwater locations.

The Amphitheater is probably Spillar's favorite dive site and one about which he speaks enthusiastically. The Amphitheater is a huge semicircle of coral heads and encrusting sponges. Its face is open to the beach, and its back, to the wall. Along the massive coral walls, squadrons of amberjack fin through sprays of soft corals and fuzzy seaweeds, while small, red, banded coral shrimp take refuge in colorful tube and vase sponges.

Cupped like a huge stadium, the distance across the Amphitheater's sandy bottom is more than 200 yards. With all the fish activity, I somehow got the feeling of what it must be like to stand on the 50 yard line on Super Bowl Sunday. The banks of coral that form the interior walls extend back at least 100 yards from the face of the wall and rise more than 40 feet from the ocean floor. On a clear day, when visibility exceeds the normal 150 feet, Mike says you can snorkel on the surface and see both sides.

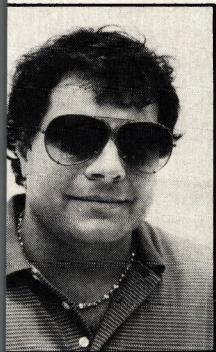
The Tunnel is another favorite site. A crevice opens in the coral heads at 60 feet. As you swim through you become totally enclosed by rock on both sides, a sand bottom and a roof of plate and sheet corals. The Tunnel opens onto the face of the vertical wall at 80 feet. Swimming away from the wall is exhilarating; it plunges to unknown depths and seems to snatch your breath away.

McDonald's, named for the twin coral arches, reflects the diversity of Grand Turk diving. The first arch is small, about six feet in diameter, rising from the ocean floor in about 35 feet of water. The second arch is at about 50 feet. It is almost 25 feet in diameter and guarded by hordes of yellowtail snapper and a wealth of grunts and goatfish.

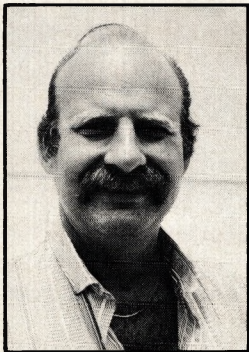
The perfect getaway for the well traveled diver, the Kittina Hotel and Omega Diving Service make Grand Turk one of the top diving destinations in the Western Hemisphere. Regularly scheduled flights aboard Pan American Airways, or Atlantic Gulf jet service fly directly to Grand Turk from Miami, from points originating elsewhere in the U.S. and Canada.

Diving at Grand Turk proved more than my imagination could conjure! For more information contact the Turks and Caicos information center: 4197 Braganza Ave., Coconut Grove, Florida 33133 or phone (305) 667-0966.

Gene Alberti



Kit Fenimore



Australia The Wo

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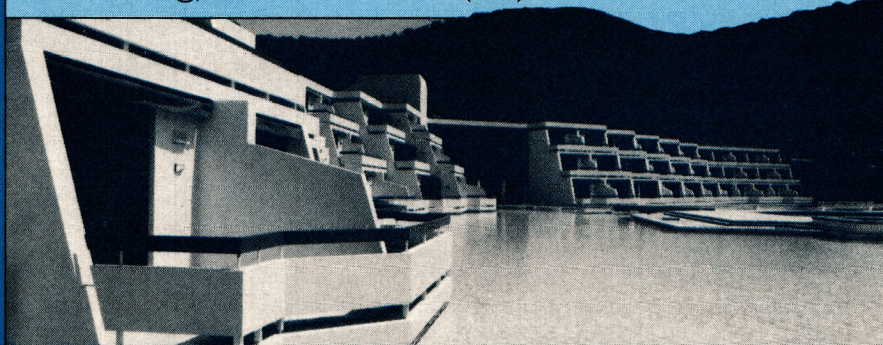


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nder Down Under.

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PORT DOUGLAS.

Located in tropical Port Douglas is Australia's northernmost fully professional diving facility serving the Great Barrier Reef. In a little over an hour, their 55-foot custom-built luxury dive boat will speed you at 25 knots to some of the best dive sites in the world. There you can enjoy stunning underwater scenery with the expert assistance of the boat's professional crew. The company also offers exciting land-based packages that include 4-wheel-drive Safaris through one of the world's last remaining virgin rain forests — a tropical adventure you will long remember. For more information, call *Sea Safaris*, (213) 546-2464.

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HERON ISLAND.

The only diving resort situated on the Great Barrier Reef, Heron Island offers access to some of the world's finest diving. Full dive facilities include four dive boats and over 60 rental scuba tanks. Only 26 minutes from Gladstone by helicopter, Heron is the home ground of tame moray eels, friendly manta rays, sea turtles (seasonal), and a huge variety of fish and coral. This colorful sea life makes it ideal for underwater photography. Lodging is available to fit most budgets and includes three meals and two dives per day, as well as tanks, weights and air. For information, call (714) 786-0119.

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GENT/ANTHONY'S KEY

Photo Roatan, at Anthony's Key Resort, Bay Islands, has appointed Barbara Gent associate photo pro. Her responsi-



bilities will include basic photo instruction, film processing and custom Ciba-chrome printing.

Resident photo pro Chaz Kafer bases Gent's appointment on the steady expansion of services for Photo Roatan, which now includes a full program of instruction and custom services for U/W video. ✂

GRAND PAVILION PACKAGE

The Grand Pavilion Hotel and Beach Club, on Grand Cayman, is offering special Grand Escape Supersaver packages through October 30. The four day/three night, five day/four night and eight day/seven night packages include accommodations, daily continental breakfast and dinner, complimentary drinks, use of freshwater pool and tennis courts.

Each Grand Pavilion room (60, including four suites) is furnished with classic Louis XV style furniture. Six, four star European chefs oversee the Terrace & Garden Restaurant—where an extensive buffet of international dishes is served—and the elegant Le Diplomat Restaurant.

For information contact Reservation Systems Inc., 6 East 46th Street, New York, NY 10017; (800) 223-1588 nationwide; (212) 661-4540 in the state of New York. ✂

CAPT. CHAMBERS CHARTERS

Capt. Chambers Triangle Dive Center has shortened its name to Capt. Chambers Charters. Along with the name change is a move from Port Largo Villas to the marina at the Pilot House Rest, Mile Marker 100, Key Largo. The new location offers a shorter boat trip—no long canals—as well as ample parking just five steps from the *Jay Bee*.

Capt. Chambers is still running only one trip per day with U/W guide, free use of 110 U/W camera, brunch and, most important, only six passengers. Capt. Chambers is continuing to locate and chart new dive sites such as the *Manger* wreck off Molasses Reef.

For further information contact Anne at (305) 451-1805, or write Capt. Chambers at P.O. Box 2258, Key Largo, FL 33037. ✂

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RESERVATIONS (DIVING BY RESERVATION ONLY)

You must make reservations at WEST END DIVING CENTER-ST. LOUIS (314-731-5003) along with a deposit for the time and date you or your group would like to dive. WEST END DIVING-BONNE TERRE "OLD MINE DIVE SHOPPE" and "BILLION GALLON LAKE" are open on SATURDAY and SUNDAY, 9 AM to 5 PM. DIVING RESERVATIONS can be made for the following time periods:

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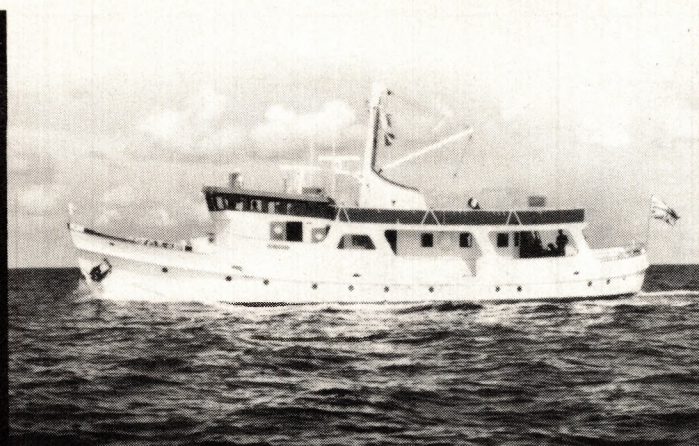
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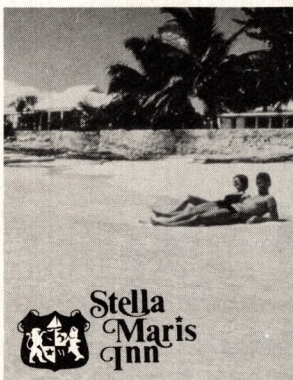
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Texas residents call collect (713) 999-1464

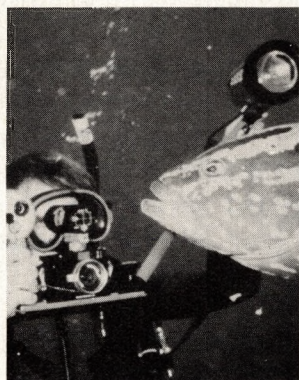
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is far
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Maris
Inn**



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NEWBERT/LA MER TRIPS

Chris Newbert, underwater photographer and author of the book *Within a Rainbowed Sea*, will lead two La Mer expeditions this year. He will conduct photography seminars on both.

His first expedition, to Papua New Guinea, takes place September 21-Octo-



ber 8. Ten divers will live onboard the newly built 65 foot motor yacht, *Telita*, owned and operated by Bob and Dinah Halstead. Divers will experience ten days of unlimited diving in northern Papua New Guinea. A few of the highlights will be the WW II wrecks at Hansa Bay, Manus Island and the dramatic walls of Hermit.

The second trip, to Western Australia, will occur September 7-22. Newbert will escort ten divers to remote Rowley Shoals, 170 miles west of the northwest corner of Australia. Divers will enjoy ten days of unlimited diving on board the 72 foot *Jodi Anne*.

For further information on either trip, contact La Mer Diving Seafari, Inc., 823 United Nations Plaza, New York, NY 10017, or call (800) DIVE NOW or (212) 599-0886. 🐠

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To handle the increased needs of resident students, NAUI College has added reasonably priced local apartment housing to its list of student services. Coordinated through nearby development companies, the program allows any enrolled student to reside in an attractive, conveniently located setting. The suites are available in single, double and triple occupancy, with costs ranging from \$15-\$40 dollars per day.

Housing applications can be obtained by contacting the college offices at 27402 Camino Capistrano, Suite 103, Laguna Niguel, CA 92677; (714) 582-0186 (collect toll free in California) or (800) 423-7095 (toll free outside California). The school is in its eighth year of providing vocational training to diving instructors and divemasters. 🐠

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INCLUDES: Round-trip Airfare • Transfers to and from Airport • Air-conditioned accommodations • Deluxe: Gourmet Breakfast and Dinner Daily (MAP) • Free Tennis • Fresh-Water Pool • Standard: 3 Meals Daily • All Gratuities.

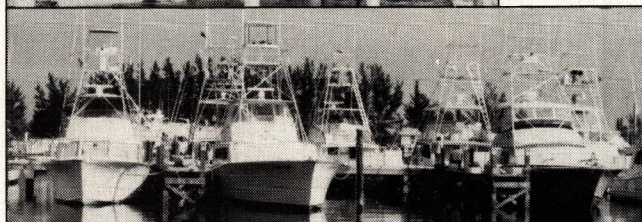
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California Floods Of '86 Uncover A

RIVER OF GOLD

TEXT AND PHOTOGRAPHY
BY ELLSWORTH BOYD

The dawn of a golden day, bred from havoc, destruction and despair, created a modern gold rush in Northern California that some say equals the Sutter's Mill surge in 1849. The rush is still on as divers, panners, sniffers, snipers and anybody with an eye for gold and a Midas touch head north in the Golden State.

It all began when waters from gullies, streams and rivers subsided after nine days of storms last February that killed 13 people, injured 57 and forced evacuations of 50,000 Northern California resi-



Setting up a dredge in a mountain river.

dents. Wind, rain and swollen waters caused \$320 million in damages, but agony was followed by ecstasy when the waters receded revealing, as one miner put it, "A river of gold."

Elmer Collett, Stinson Beach, a 20 year veteran of weekend and vacation excursions to the gold fields of Northern California, explains what happened: "The water level was unbelievably elevated during the storms and in some places soared more than ten feet above the normal high water mark. This washed entire embankments out, which have hoarded gold for hundreds of years. Trees, whose roots are natural gold traps, tumbled into the rushing waters, adding more gold to

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Paul Schmitt, President Helix Camera... "Micronesia, Red Sea and Australia rolled into one, but at half the cost."

Jack McKenney, Underwater Cinemaphotographer, Producer of Sulu Sea Adventure... "If I had to pick one dive area for the rest of my life, it would be the Philippines."

Undercurrents, June 1985... "Here was some of the best diving on this Planet. I must say that the crew operated more as the staff of a fine hotel than as a crew of an intimate dive boat."

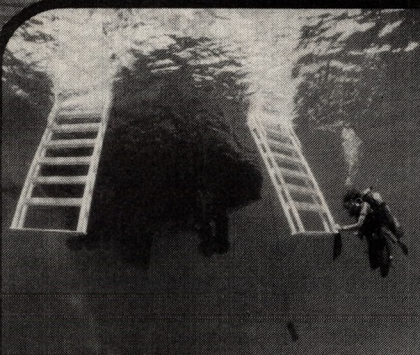
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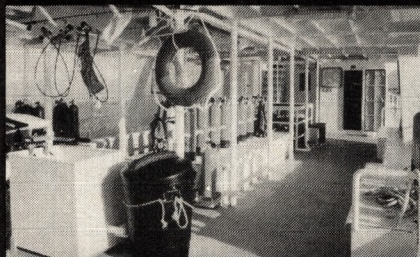
Cayman's "RV" Of The Sea



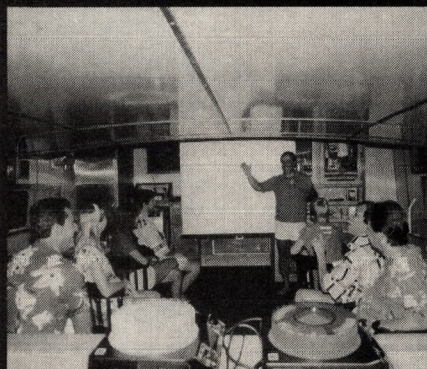
Dive ladders



Sun deck



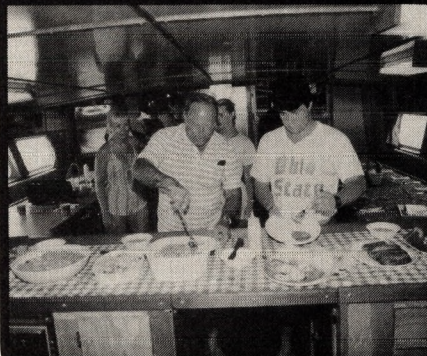
Dive deck



Slide shows



Personal dive lockers



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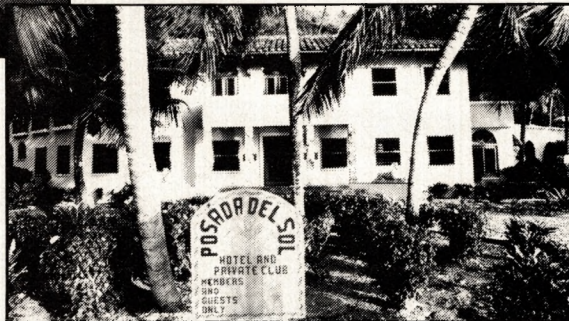
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LET US SPOIL YOU!

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IMAGINE...

GOLD RUSH

the streams and rivers. Meanwhile, in these rivers and streams, big rocks—I mean really *big* rocks—some the size of Volkswagens—were washed downstream like pebbles. I remember walking on some of these boulders years ago when the Yuba River was dry and wondering what was trapped beneath them. Now I know the answer. Divers dredged through the overburden where the boulders used to rest and found hefty nuggets lodged in crevices in the bedrock.

"Everything is redistributed now. In the past, there were prospectors called 'high



A gold diver sucks up overburden U/W.

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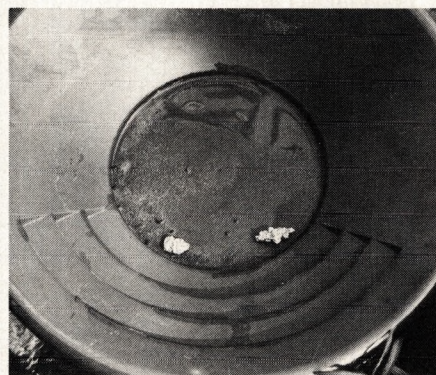
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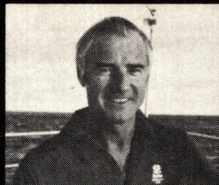
Photo by George Marler



Gold and buckshot remain after panning.

bankers' in most areas. They were gold hunters—many of them oldtimers tired of panning streams—who searched banks above the rivers and streams. Much of this high banker gold washed down into the tributaries, adding to the amount already there. Some people call it 'gold from the hills.'"

Collett also explained there is less overburden (silt, sand and gravel) in the streambeds now, enabling divers to easily reach bedrock where gold is lodged in cracks and fissures. In addition, there were controlled water flows that broke and freed even more gold. One was an earthen dam on the American River that burst from floodwater pressure, freeing



CARL ROESSLER REPORTS

FOR SEE & SEA TRAVEL

President, See & Sea Travel Service, Inc.
 Author, *The Underwater Wilderness*
Mastering Underwater Photography
The Undersea Predators
Diver's Guide to the Cayman Islands
Coral Kingdoms

TRUK LAGOON TO PONAPE DIVE CRUISE ABOARD S.S. THORFINN

Dateline *Truk Lagoon*: Most divers don't know that a revolution in diving Truk's fabled wrecks occurred over the past two years. For the first time See & Sea Travel of San Francisco sent groups of avid divers to Truk Lagoon to board the 170 foot dive cruiser *Thorfinn*.

Living for twelve days aboard this magnificent cruiser, these divers enjoyed unlimited access to the fabled wrecks of the Japanese Fourth Fleet. *Thorfinn* can anchor right next to the famed *Fujikawa Maru*, and has another anchorage right next to the *Sankisan Maru*. From these anchorages, See & Sea's dive groups board 24 foot speedboats which can reach most major Truk wrecks within a ten minute run. Now you can dive the wrecks any time you wish, day or night. My group dived the *Fuji*, *Rio de Janiero*, *Heian*, *Sankisan*, the *No-name* wreck, the *Dai Nih Nho*, the *Betty Bomber* and others. What a fabulous experience.

There is just no way to describe the awe and wonder of diving these colossal wrecks from the Second World War. Ghostly yet beautiful, they loom up from the depths as

gigantic man-made reefs. If you have never dived major wrecks, you really owe it to yourself to see this Ships' graveyard.

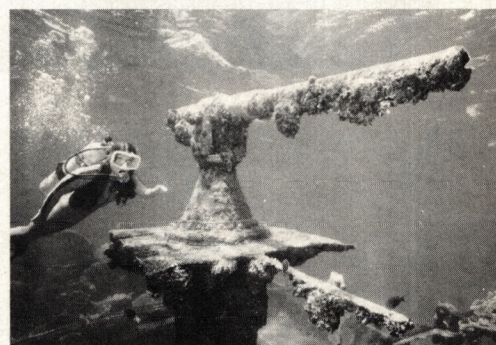
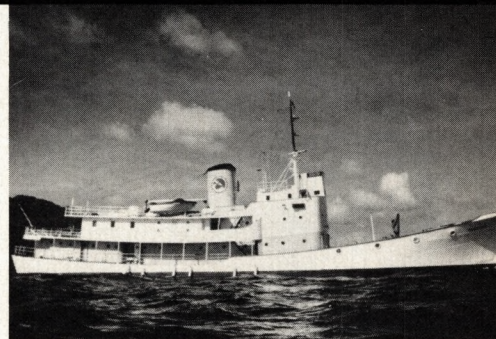
After five days of fantastic wreck diving, *Thorfinn* cruises overnight 150 miles to Oroluk Atoll: nearly as big as Truk, Oroluk boasts sheer dropoffs, 200 foot visibility, rays, turtles, schools of barracuda, sharks and other open-water thrills. On one dive, See & Sea's divers had five manta rays soaring with them for an hour. Oroluk Atoll is one of the great new finds in the entire Pacific, and Roessler's Reef a mind-blowing experience.

Thorfinn's cruise continues with diving at Ant Atoll, a paradise of sandy beaches and lush reefs; then offloads its passengers at beautiful Ponape. Some divers stay on Ponape for extra days to enjoy the beautiful waterfalls and the ancient city of Nan Madol. This is one of the most varied and spectacular diving adventures offered anywhere in the world.

Thorfinn has thirteen air-conditioned double cabins, a plush lounge with VCR and a sundeck with a hot tub (Yes, the divers are in it every evening). The food is plentiful and sinfully good. *Thorfinn* is carpeted throughout just like a fine hotel. Ladies enjoy luxurious hot showers.

Seven cruises are planned this season: Nov. 21 - Dec. 4, Dec. 19 - Jan. 1, Jan. 17 - 20, Feb. 14 - 26, Mar. 14 - 26, April 11 - 23 and May 9 - 21.

***Thorfinn* welcomes charter groups of 12 or more. Contact See & Sea for group charter details.**



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See & Sea Travel, Inc. exclusively represents the world's finest fleet of dive cruisers as well as booking the world's leading shore-based dive resorts. See & Sea will not represent any vessel that won't deliver excellent food, personal comfort and service and unlimited diving. Join us in Belize, the Bahamas, the Caymans, Turks & Caicos, Guadelope, Red Sea, Truk Lagoon, Thailand, Hawaii, Fiji, Philippines, Papua New Guinea, Galapagos, Palau, Australia's Coral Sea and our Great White Shark expedition. Insist on the finest; insist on See & Sea diving adventures.

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GOLD RUSH

all the gold that had been trapped for years at the dam's base.

"I found more gold," Collett says, "in one weekend, diving in six feet of water on one claim, than I've found in years of toiling on various claims in the same region. (Collett works the Middle Fork of the Yuba River, below the Alleghany River.) People ask me how long the gold rush will last. I say as long as the weather holds and prospectors have the drive and determination to seek their fortunes."

Paul Bailey, owner of a Placerville hardware store 45 miles east of Sacra-



Above: A diver and tender prepare to dredge for gold in a slow moving river. Below: The tender primes the dredge pump.



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Cayman Airways

"Have fun getting to the bottom... with us."

mento, says he hasn't seen such drive and determination since 1980 when gold soared to more than \$800 an ounce. "I used to place two orders a week for equipment," he says, "but since the rush began I've been sending orders in everyday. Dozens of people pour into the store hourly, many bringing samples of their finds and asking about the value. One guy offered to take me to his claim, but only if I wore a blindfold."

Camino prospector Sterling Fletcher says the gold rush core is the 200 mile long western slope of the Sierra Nevada between Sonora and Downieville, a region crisscrossed by swift rivers and rocky streams. From north to south, communities dot State Route 49, a narrow, snaking highway that whisks through small gold towns such as Sutter Creek, Angels Camp, Placerville, Auburn, Grass

Valley and Nevada City. These and many other remote areas comprise the gold country of Northern California. It includes the most famous town of all—Coloma—where James Marshall discovered gold at Sutter's Mill on the South Fork of the American River and launched the California Gold Rush of 1849.

While the '49ers didn't have divers, the '86ers are loaded with them. Wetsuits, drysuits, weightbelts and long nozzled dredges are common sights. Divers can search where panners fear to tread—in deep waters near the center of streams and rivers. It really isn't that deep, averaging five to eight feet, but it's still out of the realm of panning.

A diver's suction dredge is like an underwater vacuum cleaner. It has a light-weight plastic tube with a three degree bend at one end and a metal riffle tray (or trays) attached to the other end. Water under high pressure is pumped through a connection at the bend in the tube, creating suction which picks up silt, sand and gravel—the overburden—and passes it over the riffles and out the end of the rifle trays. Gold, eight times heavier than overburden, becomes trapped in the riffles. Driven by a surface engine and pump, the dredge is lightweight and portable, but you must work underwater to use it. The same engine that powers the dredge also powers the compressor. This hookah rig pumps a continuous supply of compressed air to the diver below. The large engines and compressors supply enough air for two divers.

Gold sleuths use every clue possible to locate the elusive yellow metal that was, until ten years ago, illegal to possess in the United States. Since streams lose power when they change course, look for gold on bars or shelves on the inside bends of the water flow. Gold is often dropped here, where the water flow slackens. Look for whirlpools and eddies. Black sand and gold, the heavy concentrate in overburden, are caught in the whirlpool's vortex and forced down toward the bedrock. Small suction eddies form on the inside edge of curves where gold is likely to settle, as opposed to the outside pressure eddies of streams. Remember this rule and you can't go wrong: Gold will follow the path of least resistance. When swift water slams into the upstream side of a large boulder, small eddies will deposit gold in the sand on the downside of the boulder. Therefore you work the downside of large rocks, not the upstream side.

Look for places on the riverbank where there used to be gold operations in the early days. Wooden boards strewn down a mountainside are evidence of old sluice boxes from hydraulic dredging along the high banks. Water, funneled down the mountain from a smaller tributary, was used to wash the sand and gravel downhill in elongated sluice boxes that trapped gold in their riffles. But not all the gold

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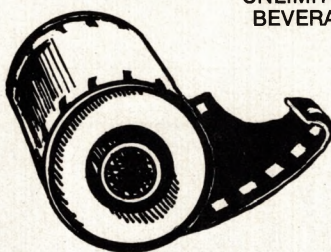
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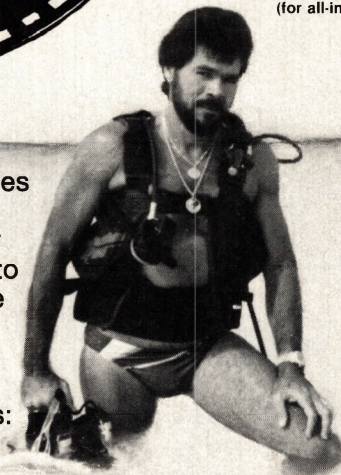
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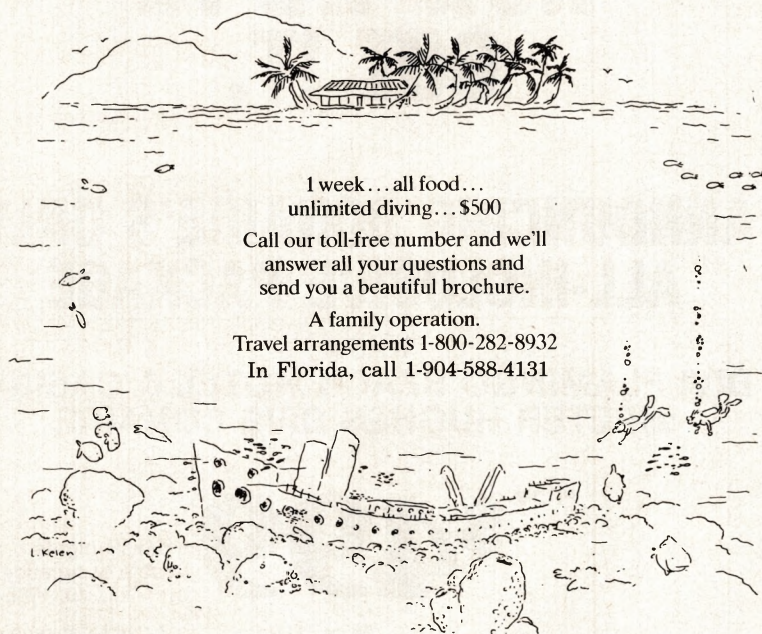
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GOLD RUSH

was trapped. There was spillover of small nuggets that tumbled back into the stream at the base of the sluice. Called tailings, they are still found today, but only by divers with a suction dredge.

Black sand is a prime clue for gold sleuths. It is a heavy concentrate that bottoms into a riffle tray with the gold. Panners will often look for black sand on a stream bank and begin prospecting there. In most gold bearing regions min-



Camp cooking is part of the experience.

ute flecks called flour gold are found in black sand. That's when gold hunters yell, "Good color!" Excitement runs high because flour gold might lead to nuggets buried deeper in the sand or lodged in the bedrock. The bedrock, when you reach it, must have natural riffles in it—cracks and fissures that trap gold nuggets. If you find smooth bedrock with hardly any indentations, don't waste your time—try another location.

Be careful when choosing locations. There are more claims now than ever before, designated by ribbons and pennants tied to trees, and signs painted on rocks. Jim Barnes, an Auburn construction worker, says: "Overall there are good feelings up here. It's sort of a carnival atmosphere in many places with tents set up, wash hanging out, a pot of coffee on the stove and people doing their thing the best way they know how. They are dredging, panning, sniping (a snorkeler who looks for crevices and gleans their contents with a pick or spoon) and sniffing (using a large syringe or turkey baster that is poked into a crevice to suck up its contents, which are then panned). Sometimes somebody screams in delight when they find a big nugget. Everybody rushes to see it and that gets the juices flowing and they're all revved up to make their

own discovery. This is called gold fever.

"There's a little bit of claim jumping, but so far it's not bad. Local police, state resource officers and state troopers cruise the populated areas to keep things sane. I don't know what goes on back in the boonies. I guess if prospectors get that far away from civilization, anything goes, just like it did in the old days. The only trouble with packing up and heading deep into the Mother Lode country is the amount and weight of equipment a diver needs. A decent dredge alone would require a hell of a rugged vehicle, pack mules or a helicopter. That's why spots off the main highway or side roads re-



A suction dredge with three riffle trays.

main so popular."

A word of safety before you pack up and head out to the Yuba, American, Bear, Feather, Klamath or other rivers and streams in the gold country. *Always* have a tender. Never put two divers down, leaving the surface engine unattended. From personal experience I find one-and-one quite satisfactory: one tender topside and one diver down; then switch positions each time you stop the engine to check the goodie tray for gold. The tender carefully watches the diver at all times and assists in rock removal, keeps the diver's hose clear of obstructions and watches for possible cave-ins if the hole gets too deep. The topside safety man should have his own regulator hooked to the air system at all times in case of emergency.

Take frequent breaks for rest and nourishment and quit if you are cold and shivering. The gold isn't going anywhere and you must be in shape, mentally and physically, if you're going to give it your best shot. Don't do a rush job, such as driving 200 miles, setting up, dredging a few hours, then driving home. Take a few days minimum, pack and plan ahead, set up camp, enjoy the outdoors and make it a pleasure trip as well as a quest. It can also be a pleasant family outing if you

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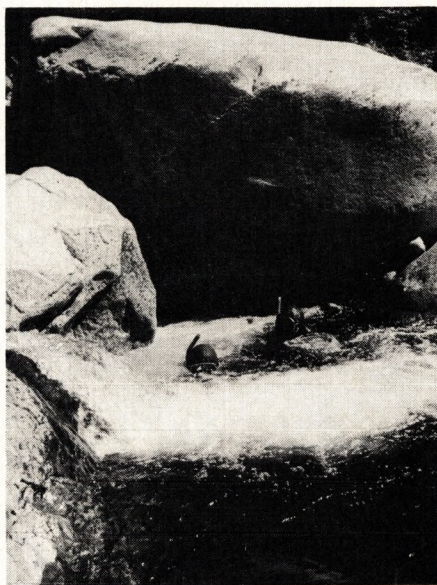
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GOLD RUSH

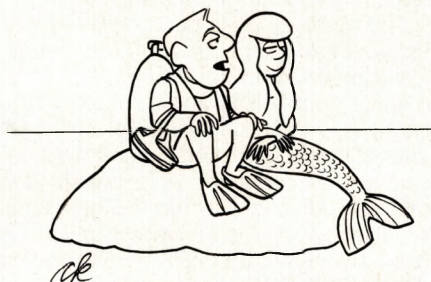
take the time to organize it properly. It's a good idea to conduct a preliminary investigation to determine whether or not an area is available for public use. Check the offices of the state's Division of Mines and Geology, Bureau of Land Management and Forest Service. Maps are avail-



Above: Divers dredge in water about eight feet deep. Below: Using snorkeling gear in a clear, deep mountain pool, divers look for a good spot to dredge. Fast moving water that suddenly slows will drop gold.

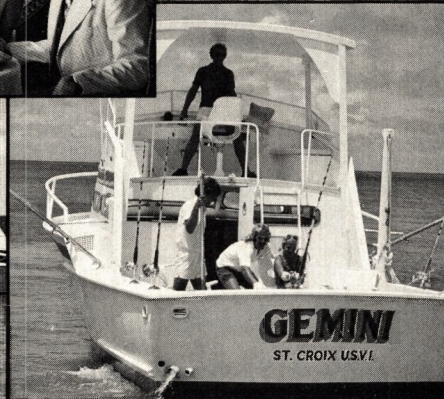
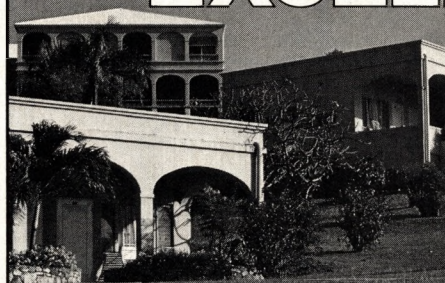


able designating public domain areas called Natural Resource Lands. Many gold bearing waters that run through national forests are open for prospecting, but again you must check and make sure which ones are available. Details on mining, lands, claims, etc. may be obtained by writing: California Division of Mines and Geology, P.O. Box 2980, Sacramento, CA 95812.



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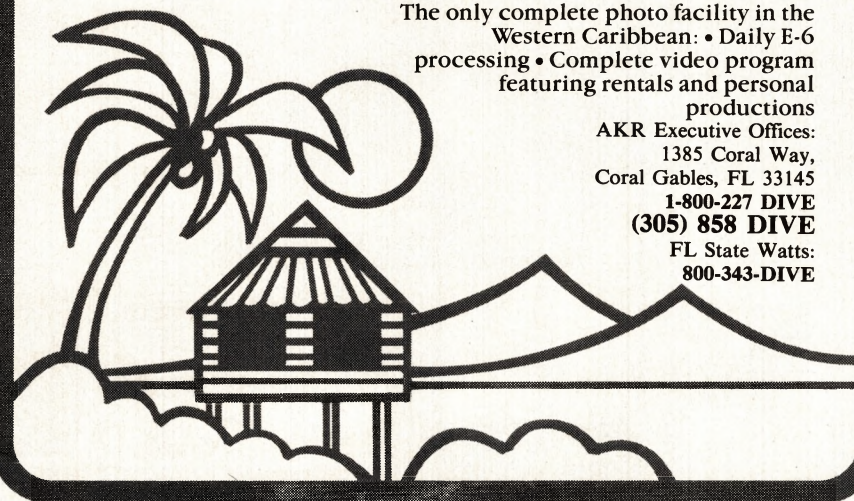
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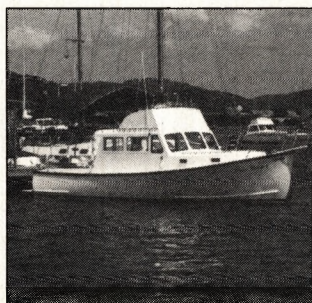
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Ray and Teresa Lang's 48 foot dive boat, *Good Time*, is now operating throughout Florida's Pénnekamp Park and surrounding waters. Completely rebuilt, the boat is designed for maximum diver comfort and operating speed. Cruising from the new Diver's Den of Key Largo at Mile Marker 100, the *Good Time*



is able to reach all the popular reefs in and around the park much faster than comparable boats.

The Langs have also arranged special charters and hotel packages for divers planning to spend a week or more in the Keys or South Florida. As well as the normal half day, two tank trips, the *Good Time* is offering all day charters, including one day Bahamas cruises. Leaving early in the morning, the *Good Time* will run to Cat Cay, allowing divers to explore the caves and drop-offs of Victory Reef. The special Bahamas trip includes breakfast and lunch.

With complete charter and retail services in Fort Lauderdale, Miami and the Keys, Divers Den will also arrange combination packages to allow you to dive Lauderdale's famous wreck of the *Mercedes*, any of the Miami freighter wrecks, the Keys and the Bahamas on a one week vacation.

For information about all Divers Den services contact: Ray and Teresa Lang, Divers Den, 12614 N. Kendall Dr., Miami, FL 33186. In Key Largo telephone (305) 451-DIVE; in Miami (305) 595-DIVE. 🐠

LOS ROBLES CHAMBER


Los Robles Medical Center, Thousand Oaks, CA, has acquired a Reneau Unit—state-of-the-art hyperbaric medicine equipment. One of several in the nation, the Los Robles unit is the only operational Reneau chamber in the state.

The Reneau chamber combines two unique design aspects that make it especially important to the diving community: It has a double lock and six atmosphere capability. It's a single patient treatment chamber with attendant access. This design allows room for both patient and medical personnel in the 3,500 pound, stainless steel hyperbaric cylinder. This gives the nurse or doctor immediate and direct access to the patient.

The hyperbaric unit is operational 24

hours a day, seven days a week, staffed by critical care nurses under the medical direction of J.B. Wilmeth, M.D. There is a 24 hour direct line for diving emergencies: (805) 497-3949.

The medical center's helipad ensures convenient access. For this reason, the Los Robles Hyperbaric Unit is a prime medical destination for treatment of diving emergencies.

In addition to the Reneau chamber, the Los Robles Hyperbaric Unit has three Sechrist mono-place hyperbaric chambers. The Hyperbaric Unit is next to the medical center's Intensive and Coronary Care Units, enabling emergency access to these critically ill patients. 


ANUHA ISLAND RESORT

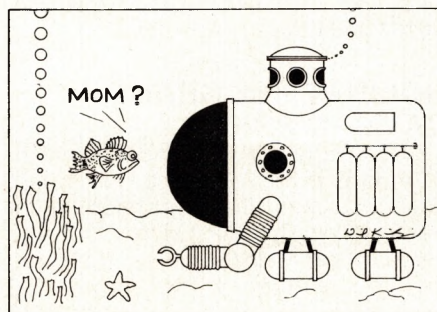
A new resort in the Solomon Islands is offering one week dive packages, including six days of diving. The advent of this program opens up diving to a formerly primitive and untouched area of the South Seas. Anuha Island is a small, high quality resort on its own private island 50 miles northeast of Honiara, capital of the Solomons. At the edge of a coral lagoon, this resort has private bungalows for up to 60 guests, plus a dining room, fresh-water swimming pool and white sand beach. The resort specializes in water-sports including sailing, canoeing, fishing and snorkeling. Anuha Island Resort was designed and built by Brian Ray, an Australian entrepreneur.

Anuha's greatest attraction is an array of reefs and wrecks, including a spectacular vertical drop-off called Warren's Wall. Diving is under the supervision of Shane Muldrew, of Island Dive Services. Facilities include two dive boats, an air compressor and plenty of tanks. The same company has another dive operation at Honiara.

The Solomon Islands are halfway between Fiji and New Guinea. The climate is equatorial and water temperature is often 85°F. This area was the site of many major battles during World War II and the seafloor is littered with sunken ships, submarines, bombers and fighter planes.

The Solomons can be reached by flying nonstop to Fiji aboard Qantas or Continental, and then transferring to Air Pacific for the final flight to Honiara.

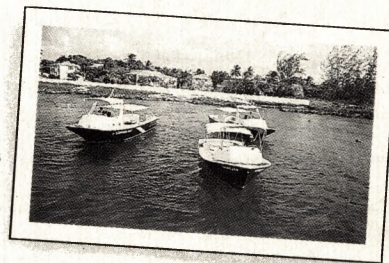
For more information and reservations, contact: Sea and See Travel Service, 50 Francisco St., Suite 205, San Francisco, CA 94144; (415) 771-0077. 



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SEA FEVER STAFF

Sea Fever Diving Cruises of Miami Beach, Florida has added two staff members. Babbie Dailey and Tulla Cove, both



Babbie Dailey (left) and Tulla Cove.

licensed captains, have joined the crew of the *Sea Fever*. Dailey, formerly with Ocean Divers of Key Largo, is the first mate. She holds an ocean master license. Cove holds a 100 ton ocean operator license and joins the crew as chef. She is well known in the Bahamas.

Sea Fever operates weekly live-aboard charters to remote areas of the Bahamas including the Cay Sal Bank. For more information, contact Sea Fever Diving Cruises, Inc., P.O. Box 39-8276, Miami Beach, FL 33139; (305) 531-DIVE.

UPS COMPETITION

The Underwater Photographic Society of Los Angeles is again sponsoring its International Underwater Photographic Competition. Entrants from around the world are invited to compete with prints and slides in five categories. The deadline for entries is October 18.

The Best of Show award is a one week dive vacation for two at the Flamingo Beach Hotel on Bonaire. Air fare between Miami, Florida and Bonaire will be provided by ALM Airlines, arrangements for which will be made by Sea Safaris of Manhattan Beach, California.

Additional prizes, courtesy of Scuba-pro and Denny's International, include \$75 and a plaque for first place in each category, a plaque and \$25 for second place and a medallion for third place winners. Further details and competition rules can be obtained by writing to the competition chairman: Lance Bennett, UPS, P.O. Box 2401, Culver City, CA 90231-2401.

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In packages recently advertised in SDM for Bob Soto's and the Holiday Inn Grand Cayman, incorrect information was included. Round trip air fare from Miami is not part of the package. We regret any inconvenience this may have caused.

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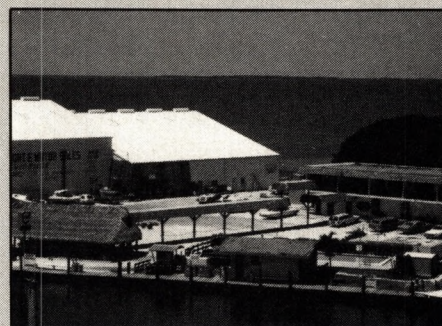
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Pan Cayman House and Don Foster's Dive Grand Cayman have arranged a special dive package for September and October. The eight day/seven night package includes accommodations in a two bedroom/two bath Seven Mile Beach apartment with full kitchen and maid service. All apartments have ocean views and beachfront, air-conditioning and a patio or balcony with barbecue.

Three bedroom apartments are also available at special rates. Pan Cayman House is within walking distance of various shops, restaurants, groceries, deli, island boutiques and night spots.

Diving with Don Foster's Dive Grand Cayman includes beach pick-up; six, two tank boat dives; one night boat dive; unlimited air fills for beach diving; backpack and weightbelt. Don Foster's recently added two, 52 foot dive boats to its fleet. These boats are complete with changing rooms and freshwater showers.

For further information call or write Pan Cayman House, P.O. Box 440, Grand Cayman, B.W.I.; (809) 947-4002 or contact your travel agent.

BENEATH THE SEA DONATIONS

Beneath The Sea 1986, the 10th annual Greater New York Underwater Exposition, has contributed its proceeds to the Divers Alert Network (DAN) and The Mor-



ay Wheels, the adaptive (handicapped) scuba association.

The Moray Wheels, based in Boston, have a chapter in Westbury, New York and new ones are now being organized in Westchester County, New York and Princeton, New Jersey. For more information contact The Wheels, P.O. Box 1660 GMF, Boston, MA 02205. Contact DAN at P.O. Box 3823, Duke University Medical Center, Durham, NC 27710.

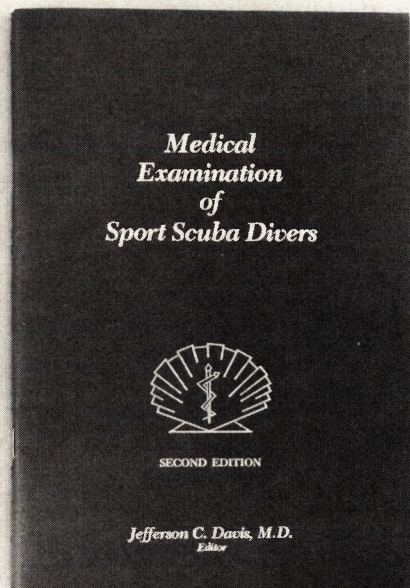
CARIB INN MASKS

The Carib Inn, Bonaire has one of the largest selections of dive masks for sale in the Caribbean. Added to this selection is a choice of optical masks with various lenses matched to customers' needs. Prices are competitive with U.S. shops and the color selection is varied.

MEDICAL EXAMINATION OF SPORT SCUBA DIVERS

The 1986 edition of *Medical Examination of Sport Scuba Divers* is now available. This publication provides guidelines dedicated to improve the already enviable safety record of sport diving. The 87 contributors to this book are physicians of all medical and surgical specialties who are also avid scuba divers.

The handbook was written for physicians, diving instructors and serious scuba divers. For the physician, it provides



guidelines to answer the question: "Can this person dive safely?" For the instructor, it serves as a guide to ensure students' medical fitness to dive and when to seek consultation or examination. It provides the serious diver with the medical danger signals for his/her own safety and that of diving buddies.

The handbook was edited by Jefferson C. Davis, M.D. and reviewed by Alfred A. Bove, M.D., Ph.D., Medical Consultant to SKIN DIVER Magazine. It was reviewed by the British Sub Aqua Club (BSAC) Medical Committee and the comments were very favorable.

Write or call for a brochure and order form: Medical Seminars, Inc., One Elm Place, Suite 204, 11107 Wurzbach Road, San Antonio, Texas 78230; (512) 690-1005.

SAND DOLLAR CONDOS

Sand Dollar Condo-Tel & Beach Club on Bonaire has opened six condominiums. These may be rented through the Sand Dollar management company. Condos are for sale as well. Sand Dollar officials estimate the project will provide 150 new beds in Bonaire by the end of 1986. Contact Sand Dollar at 50 Georgetown Road, Bordentown, NJ 08505; (609) 298-3844.

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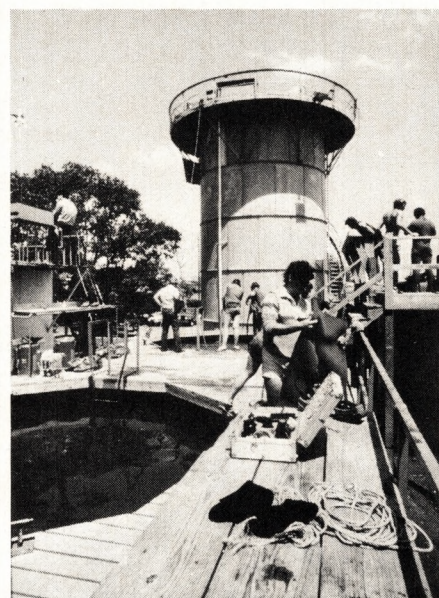
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photos/courtesy The Ocean Corporation

The Ocean Corporation

A High-Tech Diver Training Organization

BY E.R. CROSS

With clarity and confidence the catalogue tells you, "The goal of The Ocean Corporation's commercial diver training is to train and graduate skilled workers and competent divers who have the knowledge, skills and experience to enter and progress in the rewarding and exciting commercial diving industry."

Larry Cushman is president of The Ocean Corporation at 5709 Glenmont, Houston, Texas 77081. He told me, "Today the state of the art of offshore technology is such that the most effective underwater work is performed by divers."

Some companies are quite content to pin their hopes and make their plans for the present and future on what might or might not have happened in the past. This is not the way things work at The Ocean Corporation (TOC). Cushman came to TOC in mid-1979, directly from leadership roles in diving areas of the North Sea, Europe and Africa. He and The Ocean Corporation staff asked the men who do the hiring for their companies, "What do you want? What do you look for in new diver employees?" The answers they got were surprising.

TOC staff found that some of the sub-

jects taught for years as a must in diving schools were no longer needed. Even more important was finding that there were other skills a new diver employee was expected to have that were not being taught. As a result of their field trips, TOC directors eliminated a great deal of the military type training. And, much of the classroom study of diving physiology and medicine was modified and minimized. Classroom work was reduced to about 35 percent of the total course. Training in practical skills such as rigging, equipment maintenance and repair, as well as

Left: Student divers break down a shallow tank diving operation. Below: An open ocean training dive in the Gulf of Mexico.

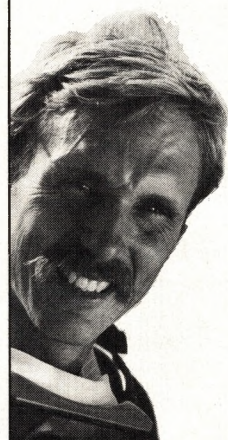


hands-on diving work, was increased accordingly. Interesting work projects were developed that kept the diver/student pointed toward a successful career.

HISTORY

The Ocean Corporation grew up with the offshore diving industry, originally being incorporated in Houston, Texas, in September 1969, as a sport and industrial diving training organization. In April 1971, the school joined forces with Oceaneering International and expanded to include international offshore oilfield diver training. Oceaneering International's interest in the school was purchased in 1972 and since then TOC has been an independent commercial diver training organization. Soon after this, the company started its diving operations division and began providing specialized inland and nuclear power plant diving services. These operations in turn spawned the necessity for even higher technology in diver training.

In early 1975 The Ocean Corporation moved to its present location in south-west Houston. Almost covering the 2.8 acre tract, TOC set up what is now the



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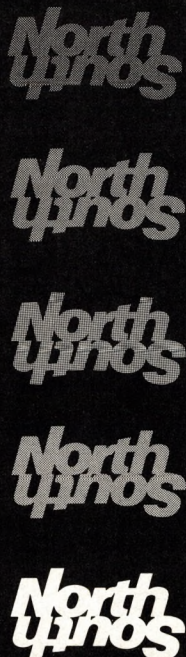
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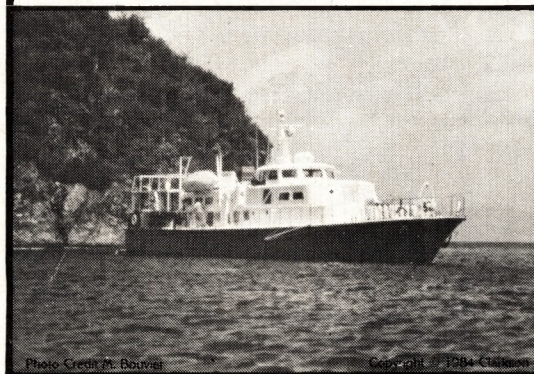
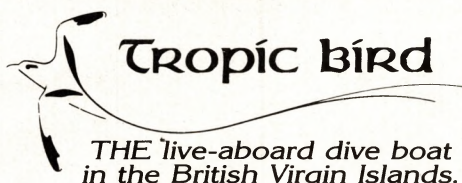


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TOC

world's largest commercial diver training facility. In addition to offices, classrooms, shops and storage areas, the school has a custom designed welding shop, a complex of training tanks, including a 106,000 gallon, 40 foot deep tank used for equipment testing and training. Also, there is a permanent medical decompression chamber facility, a portable decompression chamber and a 400 foot rated, wet lock-out diving bell system.



The Ocean Corporation wet submersible is lowered from the 40 foot deep tank.

Open water diver training is done in south Houston at a freshwater quarry, called "the pit" by students. Some of the specialty courses are taught and conducted in Galveston Bay and offshore in the Gulf of Mexico at nearby oil production platforms.

The Ocean Corporation's training programs are conducted in Houston, where most of the commercial diving and offshore oilfield equipment is designed, built and used. This provides an opportunity for conducting field trips to the operation bases of nearby local diving companies. More than 60 commercial diving companies, including two of the three largest in the world, are in or very near Houston.

One group of students was able to spend an entire day touring one of Zapata Offshore's large semisubmersible drill rigs, which was undergoing repairs in the Houston Ship Channel. Students were able to experience hands-on what it would be like to work on this type of oil-field rig. Equipment and spaces related to bell diving systems were highlights of the visit. TOC students make field trips to

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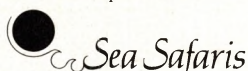
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specialty diving vessels (SDVs) such as the *Seaway Eagle* and to offshore equipment manufacturers and suppliers such as Cameron and Vetco who manufacture wellheads and blowout preventer systems. This is the kind of equipment the graduates will be working with and on in the future.

Some of the highest paid commercial divers in the world, and certainly the greatest number of high paying diving job opportunities, are in the offshore oilfields. Larry told me, "Houston is the offshore capital of the world. There are more than 200 working drilling rigs in the Gulf of Mexico, and at least 70 new oil production platforms are installed each year."

One of the world's largest such platforms is the Cognac A, a multiwell platform standing in more than 1,000 feet of water. According to Larry, "There are more than 3,600 steel structures, more than 1,200 of them multiwell production platforms, installed in the gulf. All of these are connected by hundreds of miles of underwater pipelines." Later, when we were talking about the diving courses taught by TOC, Larry told me, "The Gulf of Mexico is the world's most active work area for drilling rig support diving, platform and pipeline installation diving, and underwater inspection and maintenance work. Our courses reflect the needs of oil companies that must meet the demands of keeping these installations in viable, working condition."

TOC COURSES

The Ocean Corporation offers four courses for commercial diver training. All can qualify a graduate to go directly to work in the commercial inland and offshore diving industry: Course 01—Commercial Diver Training (CDT); Course 02—NDT/Inspection Diver Training (NDT); Course 03—Diver Medical Technician Training (DMT); Course 04—Offshore Diver Training (Night Course).

All TOC training programs are primarily job oriented. According to general manager Steve Venable, "Students are given a realistic approach to the commercial diving business." We talked about Venable's career. He started diving in the U.S. Navy and spent years on nuclear powered submarines. He has also worked in the commercial diving industry as an inland and offshore diver, nuclear power plant diver and in underwater NDT (non-destructive testing). Steve told me, "Most commercial divers start their careers in the Gulf of Mexico area as tenders and in performing shallow, surface supplied air diving. Because of this, TOC training courses are designed to prepare the student to do these things expertly."

The teaching and administrative staff at TOC know that new employees on newly assigned jobs are often judged by their performance on that first work assignment. "Because of this we provide our graduates with the basic skills they need to stand out on their first jobs."

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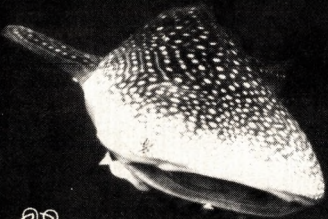
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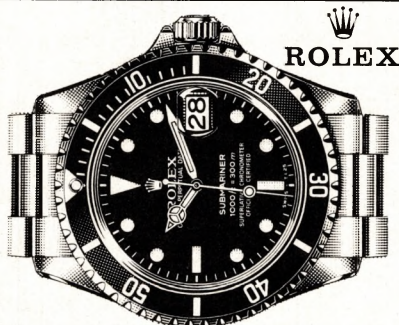
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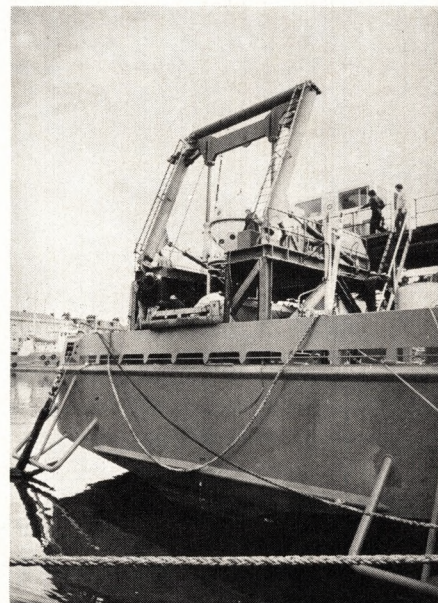


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TOC

COURSE 01

The first three months of the 18 week Commercial Diver Training Course (Course 01) are spent working with all aspects of commercial air diving. Days pass swiftly as students go through registration; oxygen tolerance tests; safety, first aid and CPR training; diving physics/medicine and then into the advanced scuba course. In scuba classes students learn safe practices, equipment care and maintenance and how scuba applies to



An Ocean Systems bounce bell diving system installed on a North Sea supply boat.

commercial diving. In the latter part of scuba training open water projects are accomplished, including techniques for surface tended scuba diving using commercial tethered scuba. A NAUI advanced diver certification is awarded.

Rigging theory and practices including care and safe use of different types of wire and synthetic ropes, knots, splicing, block and tackle rigging are covered. Since divers frequently use winches and other such equipment for job mobilization, these aspects of rigging are also part of the courses at TOC.

Then, it's back to the classroom for advanced diving physics and medicine to help keep students and future divers fit for diving.

Training in dive tanks and open water for hands-on practical experience comes next. This is followed by using air systems and equipment—including the operation and functioning of commercial diving masks and helmets of all kinds. Each student sets up and maintains a complete diving station similar to those found on offshore job sites. Preventive and field maintenance is learned so individual div-



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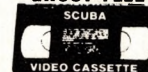
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ing equipment is always ready for a dive.

Very soon after starting the training program students will be involved in practical tending and diving operations using lightweight surface supplied diving gear. Various mechanical and rigging projects are performed underwater. Diving emergencies are simulated and students are taught to remove an injured diver from the water and perform followup treatment procedures. Diver bailout systems are discussed and demonstrated. By now students are expected to plan, carry out logistics and successfully complete an actual diving job assignment.

There is competition within each class to see who can complete job assignments in the least time. In one class, student diver Dan Hartline bet he could complete the U/W "build-the-box" project at the training site in the quarry in less than four minutes. Reportedly he won the bet but some new, interesting techniques in box building were developed. Was that box supposed to be square?

Lessons and practical training in air decompression, surface decompression and treatment of hyperbaric problems in the decompression chambers come next. Then, just before mid-term exams, students are introduced to the offshore industry. The various kinds of rigs, vessels, platforms and barges from which they will work as divers, and the working conditions they will encounter, are discussed.

The last half of the 16 week course is mostly practical application of all the students have learned in the first eight weeks. Time really flies now. Planned, open water training projects are encountered and accomplished. Hands-on, supervised equipment maintenance procedures and records required for preventive maintenance are learned.

This is followed by one of the most important aspects of the training programs, particularly for those students who want to eventually "break out" into mixed gas diving in the oil patches of the world. First comes mixed gas orientation where students learn the techniques and application of deep water, mixed gas diving; then, mixed gas diving physics and medicine, quickly followed by the tables and how to compute and record mixed gas decompression schedules. The rules and regulations established for mixed gas diving are also taught, with emphasis on the operation of the equipment and gas delivery systems they will encounter. Students are then presented a hands-on learning experience with the use of the equipment. Then the moment of truth: Each diver must now make actual dives with the equipment and gas supply they have worked with. They must also use a variety of mixed gas equipment with emphasis on supervising, tending and diving

(Continued on Page 136)

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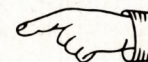
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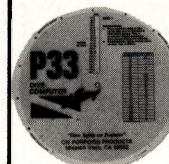
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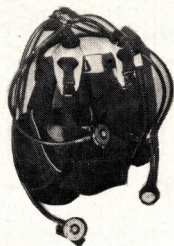
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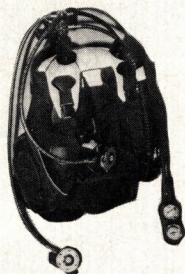
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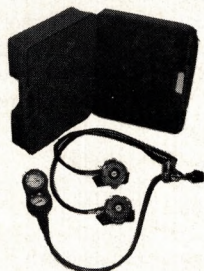
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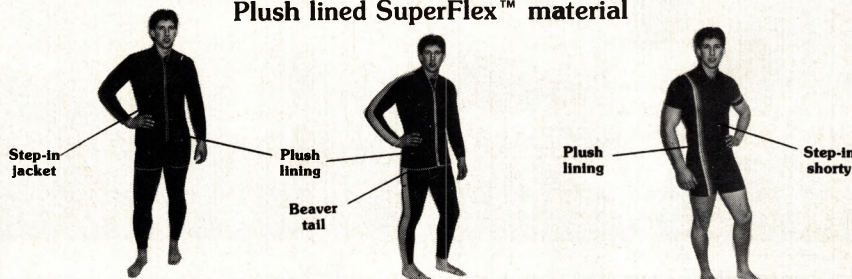
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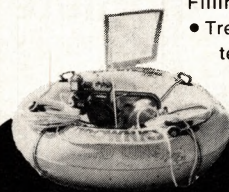
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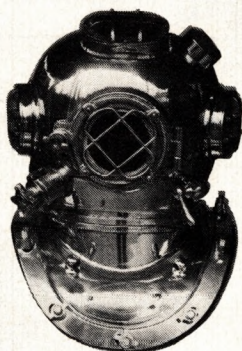
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TOC

(Continued from Page 133)

procedures and gas rack operations.

Underwater welding and cutting comes next. Nearly all students questioned felt the courses in topside and underwater welding would play an important part in their success as career divers. Let John E. Lee, 21, Old Town, Maine, speak for the class. "I want to be a commercial diver because of the challenge in accomplishing the ultimate trade." What field of diving does John want to enter? "Wet welding and hyperbaric welding as pertains to the underwater construction aspects of diving."



A TOC trainee practices underwater welding skills in the special wet welding tank.

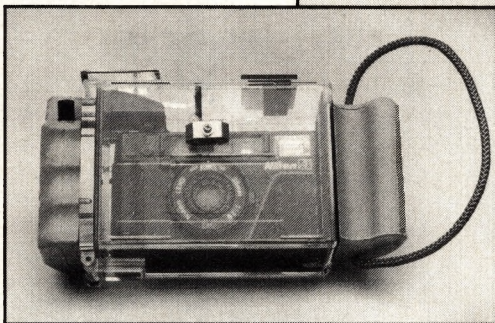
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The final weeks of formal training are interspersed with field trips to various diving companies, drill rigs and specialty diving vessels that may be in the area. Students not only get to know equipment, they also get to meet the people who use the equipment.

I asked Larry Cushman what kind of work his graduates would perform. "There are three phases in the development of offshore oil. First is the exploratory work, then the installation of oil production facilities and, lastly, the maintenance and gas rack operations."

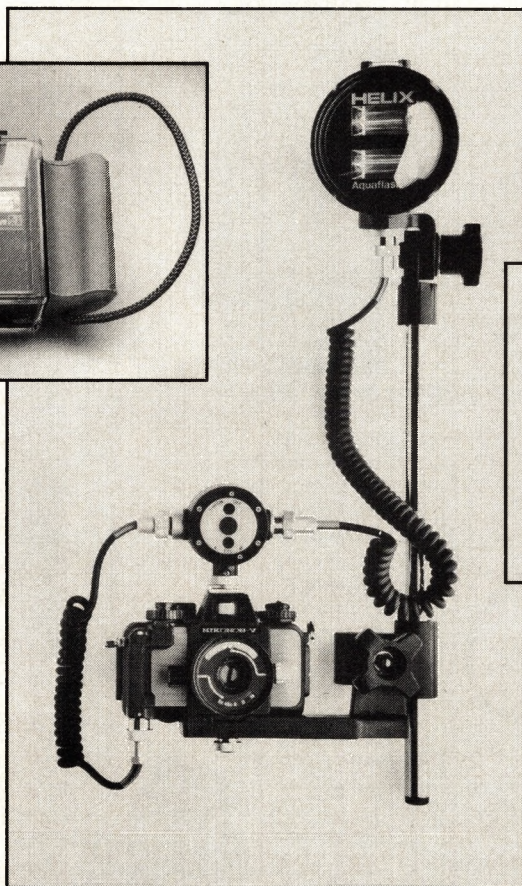
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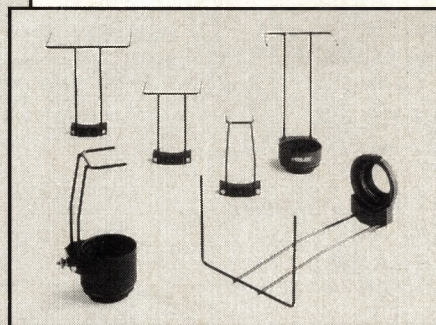
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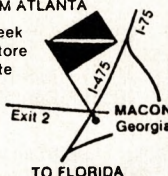
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TOC

nance of these systems," he told me.

Inspection dives on offshore drill rigs usually involve visual inspections and TV camera observations. Sometimes a diver will be needed to change a special fitting, replace hydraulic lines and remove debris from around the U/W wellhead.

When we talked about construction diving involving production platforms, Larry said, "Diver tasks vary. They range from observation and TV inspections to heavy underwater rigging and dry habitat U/W pipeline tie-in welding."

COURSE 02

The average age of almost 3,000 offshore structures in the Gulf of Mexico is about ten years. Some are more than 25 years old. Similar conditions exist in other areas of the world. In all areas oil companies are genuinely concerned about the



Checking blood pressure in the chamber.

safety of the structures and there is continuous underwater inspection and repair activity. Divers qualified in these skills are usually in great demand.

The consensus of staff members at TOC is that an NDT trained graduate will "break out" as a diver faster and will have a specialized, high paying skill he can use on the surface as well as underwater. Non-destructive testing (NDT) is the inspection and evaluation of the condition of a structure or a test specimen without physically damaging it.

In the NDT course at TOC students learn the theory and practical application of ultrasonic sound waves (UT), magnetism (MT) and liquid penetrant dyes (PT) for the detection of defects on different materials, including surfaces and underwater weld inspections.

Bob House, The Ocean Corporation's NDT training program manager stated, "Underwater inspection tasks include visual and TV observations to assess structure conditions, marine growth and scouring. Marine growth removal and structure cleaning using water blasters and grinders as well as needle guns and chippers are part of the inspection procedures. This may be followed by NDT techniques. Also, cathodic protection systems must be installed, inspected and



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The NAUTILUS is constructed of rugged, lightweight black polysulfone. It's

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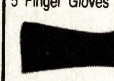


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TOC

maintained." To meet the needs in accomplishing these skills TOC has developed several modules in their NDT training, with each module leading to the various levels of NDT qualifications and certifications. Total time for this important course is 25 days (161 hours).

COURSE 03

Most diving jobs, particularly those in the offshore oil industry, are in isolated areas and usually far from immediate medical assistance if an injury or medical emergency develops. Several years ago the U.S. Navy recognized this problem and developed Medical Deep Sea Divers. Their civilian counterparts are the Diver Medical Technicians.

Reed Bohn is The Ocean Corporation's in-house safety officer. He stated, "Diver medics are the combat medics of the commercial diving industry. The isolated nature of many diving jobs makes it imperative that qualified medical help be immediately available to manage any type of industrial and diving accident, without assistance, until direct communications with a physician can be established and maintained." Later Bohn remarked, "Traditionally, the diver medics have been called upon to treat patients injured in accidents that had nothing to do with diving, such as injuries to drill rig workers and barge and ship crews."

The Diver Medical Technician course offered by The Ocean Corporation teaches commercial divers to handle all kinds of offshore accidents as well as diver related emergencies. Successful graduates of this five-week course receive nationally recognized certification through the National Association of Diver Medical Technicians (NADMT) and are endorsed by the Undersea Medical Society and the Association of Diving Contractors.

The students who enroll in the TOC DMT course will probably have the busiest, most exciting and rewarding five weeks of their lives. Basic and advanced medical skills, including diving and non-diving diseases; basic airway management; intravenous therapy; fluid drug administration; minor surgical assessments and procedures, including suturing, are part of this program. Psychology, including stress and disaster management, helicopter evacuation and various medical emergency procedures unique to diving are also an important part of the course.

Clinical instruction is provided by actual experience in emergency care during county emergency medical service ambulance runs and in the emergency rooms of John Sealy Hospital in Galveston and Hermann Hospital in Houston.

COURSE 04

This is a 14 week course conducted at night for students who must work full time

while attending classes. The course is similar to Course 01 but does not include scuba training, welding or lock-out bell diver training. These courses can be taken after graduation if a student needs to complete them to reach his goals in diving. Graduates of Course 04 may go to work in the commercial diving industry after completing the program.

TOC STAFF


Students and graduates of TOC stress the important part instructors have played in their training. Stefan Wolf said, "Aside from my own willingness to work and study, the instructors are the most important factor." Jon Lee said, "They help me with training but also with encouragement." Lawrence Dangerfield felt an important factor in the instructors was, "They have patience with the individual who is slow to catch on. But as long as a student tries, they work with him."

JOB PLACEMENT

Larry Cushman feels, "We are in the people business here at TOC. Students come to us from all over the world to become divers. Here they find an atmosphere of serious diving education mixed with a touch of informality."

All of this helps both during the training programs and in placing graduates in diving jobs after they complete the courses. When class D-158 graduated in December 1985, assistant operations manager Rick Bradley of American Oil-field Divers visited the school and hired eight students on the day of their graduation. The next day he called TOC and hired another. Out of a class of 18, nine were hired immediately by one diving company. Two other graduates went to work for other companies almost as quickly. More than one-third of these graduates had special skills in welding, diver medical training or non-destructive testing. Diving companies want divers with special skills, not just people who can go underwater.

This preference for special training was also evident when Sub Sea International hired graduates from an August 1985 class. Jeff Scudder and Darrell Gates were two of these. Jeff has now logged 30 dives and has worked in saturation diving, deep, mixed gas and on NDT jobs; all requiring the special skills learned at TOC. Darrell is in SSI's welding program using another special skill he learned at The Ocean Corporation. The school is in regular contact with almost every major diving company in the world. Many graduates that are hired have been recommended by name. Others have jobs waiting upon graduation.

Basically the life of a diver is not one of part time jobs. But it is a nomadic, thrilling life, full of exciting and challenging jobs. It requires a diver to have a great deal of knowledge and experience in many skills. The Ocean Corporation is a good place to start. 

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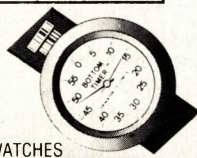
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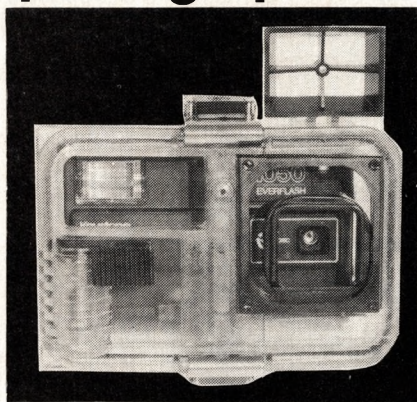
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WRECK FACTS

(Continued from Page 14)

Indiana State archaeologist Gary Ellis says a lot of people, especially divers, are fired up and thrilled about the possibilities of treasure hunting. Ellis, who has charted more than 70 wrecks off Indiana, says there are valuables in some of them. "Of course they can't compare to the great wealth from Spanish galleons such as the *Atocha*," Ellis smiles, "but there's plenty of food for thought. There are rumors of chests of gold for instance, but more realistic finds might be coins belonging to crews and passengers or antiques and nautical memorabilia from early days."

Chicago maritime journalist A.A. Dornfield says more than 6,000 ships have sunk in the Great Lakes since 1679, most of them victims of storms and accidents. He says many have never been located and they harbor tantalizing secrets kept intact by the depth and cold of the vast freshwater inland seas.

Gary Cholwek, Bayfield, Wisconsin has researched and explored many Great Lakes wrecks. He believes some ships carried valuables. "The *Manistee* went down in Lake Superior in 1883," Cholwek says, "and was rumored to be carrying 100 tons of copper, plus gold and silver in the ship's strongbox." Sometimes gold and silver were not listed on the cargo manifest. Cholwek calls the ships "well preserved time capsules." Salt and marine organisms haven't destroyed or eaten the wood and the cold, fresh water enhances the preservation process. Cholwek says he found one wreck that was down 100 years and still had a decent coat of paint on it.

Great Lakes divers might be interested in a 242 page paperback called *Great Stories of the Great Lakes* by Dwight Boyer. The author dramatically depicts true tales of brigs, schooners, steel freighters and tramp ships that sank from collisions, storms, shoals and other hazards of navigation. Boyer was a reporter who spent many years covering the heroism, tragedy and humor of American and Canadian sailors and their merchant fleets. This book may be ordered through your local bookstore or directly from the publisher: Dodd, Mead and Company, 79 Madison Avenue, New York, New York 10016; \$9.95 plus \$1.50 postage.

Lake Huron divers are reading a new book, *Shipwrecks of Lake Huron*, by Jack Parker. The 183 page paperback lists more than 1,100 shipwrecks in Lake Huron, Saginaw Bay, Georgia Bay's North Channel, Thunder Bay's Presque Isle and the Straits of Mackinac. The author includes 35 historical photos of ships when they were sailing the lake and bays, plus a history of communications on the lakes. This book may be ordered from

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
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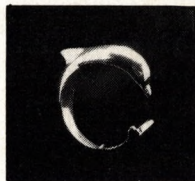
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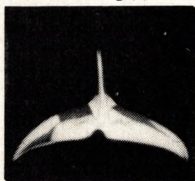
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Boardsailing, diving instruction and rentals.

CATALINA DIVERS SUPPLY 213/510-0330
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Pleasure Pier and Avalon Underwater Park.

CATALINA UNDERWATER CONNECTION 714/661-0320
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I Learned About Diving From That Be Prepared

BY GEORGE COZENS

It has been said, "Experience is the school of hard knocks." I agree. Furthermore, I think the more intense the experience, the more effective the learning will be. The following incident, which occurred several years ago, went much too far, however.

At the time, my friend Phil and I were co-teaching a scuba class at a local community college. The class ran a full semester in length and generally gave us a lot of time to cover the academic subjects as well as pool and open water training. This semester, however, the weather had been relatively poor. The Southern California coast was having more than its normal share of storms. Diving conditions were not really good and we were having difficulty scheduling open water dives.

This particular Sunday was no exception. Another storm was approaching from Mexico: A gray sky, heavier than normal surf and limited water visibility were its harbingers. Still, as Phil and I surveyed the ocean from the top of the cliff—early that morning—the scene didn't look too bad for diving. Feeling a little pressure from the now tight class schedule, we decided to go for it.

Typically, we divided our class into two or three groups. On this morning the first group was a little smaller than normal. After an orientation on the cliffs overlooking the sea, we suited up, had another briefing and buddy check on the beach, then split the group into three teams. One went with Phil to his favorite reef 100 yards or more from the beach and off to the left of Diver's Cove. The second team went with a guest instructor to a point some distance from the center of the cove. I took my team to my favorite location, not too far out, just off to the right of the cove.

As mentioned, the swells and surf were moderate; typical for this time of year, a mild longshore current was flowing to the north. At first it was hardly noticeable. Nor was the slight worsening in the water conditions very apparent. So I didn't give too much thought to swimming the fairly short distance down current after we penetrated the surf.

Upon reaching our destination, we rested as we bobbed around on the surface. Within minutes, when all were ready, we descended to the shallow bottom. Gathering closely together, we made a "head count" and proceeded on our dive toward the reef. At first we seemed to be moving through a mixture consisting more of sand than water. Nearer the reef visibility improved a little. Winding our way around the reef and up and down the larger crevices started to become fun. We even spotted some wildlife—those creatures too dumb to seek refuge from the inclement conditions.

As you might guess, the surge made its

presence felt. Visibility was getting less and less, and trying to maintain good buddy contact was not unlike trying to boogie in a food blender: If we weren't banging into each other, we were bouncing off immovable objects on the bottom.

When one buddy team turned up absent at our last head count, the dive was terminated, with concern for the missing, but not with displeasure for shortening our dive. Upon reaching the surface the missing pair was spotted: One diver was just a short distance away; her



photo/Gerald L. Porter

buddy, John, however, was more distant and in imminent danger of washing up on the exposed reef. Correction—he was up on the reef. By now, the seas were churning with some degree of violence. I marveled, but only briefly, at how quickly the surface conditions had changed. John was tumbled once before pushing off the reef and making his way back to us. Fortunately, he was not hurt, nor did he lose any equipment.

After regrouping, we learned that when John and his buddy found themselves separated, they surfaced to await our arrival. About that time a strap on John's borrowed backpack unfastened. While trying to secure the old double D-ring buckle he drifted onto the reef. After the errant strap was refastened, it was time to take stock of our situation.

It was not very good. In fact, it was terrible. How could I have let us drift so far down current? Surely it couldn't have taken that long to fix John's strap. Down current from Splash Rock (now appropriately named), we were, perhaps, 75 to 100 yards from the opening to Diver's Cove. No sweat, I thought, we'll just enter at the next cove. Big problem, I thought, after seeing that the next cove was completely covered with white water. Not until then had the full impact hit me of how bad our situation was. Our best chance, I figured, was to struggle up current and exit at Diver's Cove. So off we started.

I don't ever recall kicking so hard in all my life. We were all getting very tired. Part of the way I towed a student or two; part of the way a student probably pushed me. Most of the way I tried to encourage them to keep kicking and stop complaining: "It's not that bad. Keep kicking. We're almost there." Geeze, could I

lie! Although it would have added to my embarrassment, a rescue by Bay Watch would have been welcomed at this point.

Finally, after a Herculean effort, we reached the midpoint of Diver's Cove and started toward the beach. The next hurdle was the surf, which had increased tremendously since we entered. Oh well, at least it would throw us in the right direction. "Keep kicking. Stay clear of the rocks at the sides of the cove. And, watch that surf. Enter during the lull." I was reminding myself as much as instructing them.

Slowly we made our way toward shore. Rising up on top of a wave, I could see a small group of people huddled on the sand. Within moments of hearing a siren, I could see lifeguards, then paramedics rushing down to the beach. What was happening? Were they preparing for our exit? Was the surf that bad?

The Lord must have been with us again. (Strange how we tend to get religious during a crisis.) We made it safely through the surf. Being very tired, we crawled out onto the sand. But we made it—safely! I was proud of my students.

The second team had found diving in the center of the cove futile and returned early. The first team had a little better dive. But upon surfacing, one diver complained of severe abdominal pains. Fearing the worst, Phil towed the student back to the beach. Someone summoned the lifeguards, who, in turn, contacted the paramedics. Rushed to a local hospital and examined, this student was diagnosed, much to our relief, as suffering from nothing more than gas-in-the-gut. He had apparently been gulping air at depth. When ascending, air that had been swallowed started to expand, causing pain and discomfort in the stomach area. The treatment was, as the English say, "to make wind."

Phil and I returned to the cove after our visit to the hospital and were astonished to find the sandy beach we had left a short time before completely buried in angry white water.

We were both very tired, but extremely glad nobody was hurt. The lessons we learned could apply to any diver: (1) Be aware that the sea can rapidly change, especially with changing weather conditions. (2) Dive within your physical limitations—keep in good diving condition and dive within your and your buddy's capacities. (3) Dive up current. (4) Diving should be sporting, not a survival activity—so dive when the conditions suit you. (5) Dive with good equipment in good repair. (6) Perform a complete buddy check. (7) Check with the local lifeguards on water conditions whenever possible. (8) Be prepared for emergencies—carry first aid supplies, change for telephone calls, emergency phone numbers, etc.

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